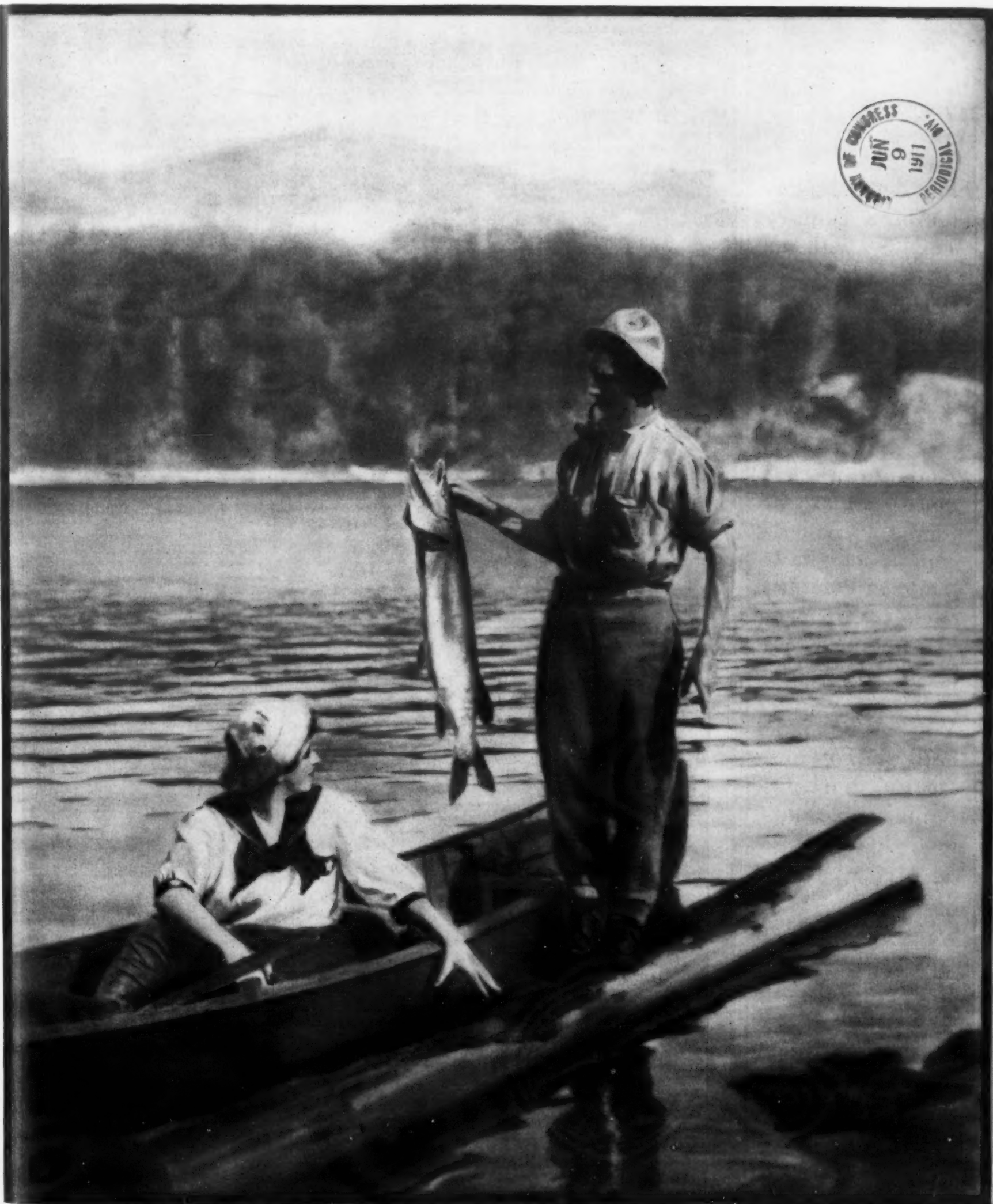


73 236 217
JUN 6 1911

Leslie's

ILLUSTRATED WEEKLY



COPYRIGHT, 1911, BY LESLIE-JUDGE COMPANY, NEW YORK

THE CHARLES SCHWENKEL PRESS

PHOTO BY KALLONK

June 8, 1911

OVER 325,000 COPIES AN ISSUE

Price 10 Cents

JUDGE IS A
NATIONAL
INSTITUTION



"They laugh that win"
—Shakespeare

For over a quarter of a century Judge, with its apt cartoons, flashing humor, and telling skit, has made millions of Americans laugh.

And during that quarter of a century the American people have made the most successful progress of any people in the world.

You will be made both happy and successful by signing the attached coupon.

Therefore sign it and win.

LESLIE-JUDGE CO.
225 Fifth Avenue
New York

Enclosed please find 10c. for the current issue of Judge and a proof of one of Judge's front covers by James Montgomery Flagg.

Yours truly,

Name

Address

EDITOR'S DESK

THE NOTE OF EXPECTANCY

Someone asked us the other day the secret of our success in keeping so many of our readers as subscribers year after year.

This is not the first time that this question has been ventured. But our answer has always been the same.

The secret of Leslie's success is the note of Expectancy.

We never let the interest in Leslie's grow dull.

We have never seen an issue of Leslie's lying about a home with the mailing cover still intact. There is always something new in Leslie's.

The ever-changing activities of world interest never repeat in exactly the same fashion.

When the camera reports, it does not fall into stereotype and tiresome habits of style and treatment.

If the subject is new and sensational, the camera presents all of the novelty.

This is what keeps Leslie's fresh—gives it unlimited variety—awakens the expectancy of the reader.

The camera never nods over its task.

This is a sure guarantee that it will keep you from yawning when you come to Leslie's pages for an entertaining and instructive pictorial record of the week's news.

PROMOTION

The man who will swing around in his swivel chair and say, "I am so well known I do not have to advertise," belongs to the day of the stage coach.

When you ask him, "Who knows you?" you seldom receive a definite reply. He does not realize that he is known to another day and generation.

He should accept the aid of an aggressive advertising campaign in the promotion of his business. He should tell the people of this day and generation what he has to offer.

In planning his promotion campaign Leslie's Weekly is worthy of his consideration. The wide national distribution of Leslie's Weekly and *Leslie's prestige of fifty years' standing would be of value to him.*

Circulation Guaranteed Over 325,000 Copies an Issue
\$1.25 a Line

ALLAN C. HOFFMAN, Advertising Manager

 **Leslie's** 
ILLUSTRATED WEEKLY

Fifth Avenue and Twenty-seventh Street
Brunswick Building, NEW YORK

"Tells the news of the world in pictures"

A Stanlaws
Sketch in
Colors

FREE

With every order of 50c. or over.
Mention of this offer must be
made when ordering prints.



Copyright, 1909, by Judge Co.

"HER BUOY."

By H. Hirschauer.

Photogravure in sepia, 15 x 18.

One dollar.

Hand-colored, \$1.50.

Fill in the coupon and get our 45-page catalogue of Art Prints and decorate your bungalow in the right way.



Copyright, Judge Co.

SMOKER'S HEART.

By Percy D. Johnson.

Hand-colored, 12 x 16.

Fifty cents.

Leslie-Judge Company
225 Fifth Avenue, New York

LESLIE-JUDGE COMPANY,
New York.

Enclosed find 10 cents in stamps. Kindly
mail me your 45-page illustrated catalogue.

Name

Address

JULY
The New
Colonial
Art Cloth



We will
beautiful
Art Cloth
designs—
America
Can
with a dia
it—li you
2 1/2 yard
Grand
broider th
popular t
worth m

T
we ever m
ardoon's is
more than
Premium
broidery,
and the na

308-309



AT THE
PIG AND

Ph
OR
Ci
Match

Durable
and waterproof
with perfect
Satisfaction g
money refunde
Special pro
dealers, 80

Ask
a

Now is
your vaca
for on th
happiness
If you
you long
year for
you desir

Spend Y



Unequa
and still
tennis, in

Send
Agen
322,
copy

This Centerpiece FREE

The New Colonial Art Cloth



Write For It Today

We will send you free and postpaid this large beautiful Stamped and Tinted 22x22-inch Colonial Art Cloth Centerpiece—your choice of five new designs—

American Beauty Roses, Poppies, Carnations, Violets or Daisies

with a diagram lessons showing exactly how to embroider it—you will send us 30 cents to pay factory cost of 2½ yards Lace and Four Skeins Richardson's Grand Prize Embroidery Silk to trim and embroider the Centerpiece. The Lace is the beautiful and popular Old English Fern, 3½ inches deep, and is worth more than we ask for entire outfit.

This is the Biggest Offer

We ever made. We do it to convince every woman that Richardson's is the best Embroidery Silk. Your money back if not more than satisfied. You get free with the outfit our big new Premium Art Book, illustrating all the latest things in Embroidery. Write today, enclosing 30 cents, stamps or coin, and the name of your dealer. Be sure to state design wanted.

RICHARDSON SILK CO.

305-309 W. Adams St., Dept. 407X Chicago, Ill.



There's a size to suit your cultured taste. Five leaders

—Cambridge, Morrisette (gold tip), Blues, Ambassadors, Banquet—25c to \$1.00.

"The Little Brown Box"

Philip Morris ORIGINAL LONDON Cigarettes

Matchless Pocket Lighter

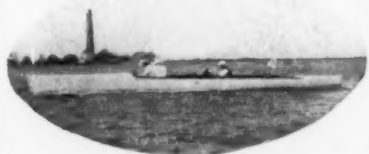
A perfect lighter. Occupies no more space in the pocket than a pencil. Indispensable to every smoker; hunter, fisherman and automobilist. Heavily nickel plated and made of finest material. Durable and waterproof, with perfect ignition. Satisfaction guaranteed or money refunded. Sent postpaid 35c. Special proposition to agents and dealers. SCHILLER MFG. CO., Dept. L, CHICAGO.

Ashore, Afield and Afloat

Now is the time to decide where to spend your vacation, but choose wisely the location, for on that alone hangs your summer's happiness.

If you crave sight and sound of surf, if you long for hills and woodlands, if you yearn for quiet and pastoral surroundings, if you desire lakes, brooks and quiet waters,

Spend Your Vacation on Long Island



Unequaled conditions for boating, surf and still water bathing, fishing, golfing, tennis, in fact all outdoor sports.

Send 10c to the General Passenger Agent, Long Island Railroad, Room 322, Pennsylvania Station, N. Y., for copy of book "Long Island Resorts."

Leslie's ILLUSTRATED WEEKLY

All the News in Pictures

New York Office: Brunswick Building, 225 Fifth Avenue. Western Advertising Office: Marquette Building, Chicago, Ill.; Washington Representative, Munsey Building, Washington, D. C.

Branch Subscription Offices in thirty-seven cities of the United States.

European Agents: The International News Company, Bream's Building, Chancery Lane, E. C., London, England; Saarbach's News Exchange, 16 John Street, Adelphi, London; 55 Rue de la Victoire, Paris; 1 Clara Strasse, Mainz, Germany; Brentano's, Avenue de l'Opera, Paris, France.

Subscriptions and advertising for all the publications of Leslie-Judge Company will be taken at regular rates at any of the above offices.

Persons representing themselves as connected with LESLIE'S should always be asked to produce credentials.

TO ADVERTISERS:—Our circulation books are open for your inspection.

TERMS: Ten cents a copy, \$5.00 a year, to all subscribers in the United States, Mexico, Hawaii, Porto Rico, the Philippine Islands, Guam, Tutuila, Samoa. Foreign postage, \$1.50 extra. Twelve cents per copy, \$6.00 per year, to Canadian subscribers. Subscriptions are payable in advance by draft on New York, or by express or postal money order.

BACK NUMBERS: Present year, 10 cents per copy; 1910, 20 cents; 1909, 30 cents, etc.

Subscribers when ordering a change of address should give the old as well as the new address, and the ledger number on their wrapper. From two to three weeks must necessarily elapse before the change can be made.

Subscribers to Preferred List (see Jasper's column in this issue) will get current issue always. The publishers will be glad to hear from subscribers who have just cause for complaint. If LESLIE'S cannot be found at any news-stand, the publishers would be under obligations if that fact be promptly reported. Senders of photographs or letterpress must always include return postage. We receive such material only on condition that we shall not be held responsible for loss or injury while in our hands or in transit.

CONTENTS

Cover Design	Photo by R. R. Sallows	
The World's Greatest Fighting Ship—Photograph		638
Editorial		639-640
Following the Lure of the Summer Camp—Photograph		641
Is This "The Easiest Way?"—Drawing	Homer Davenport	642
The Girl That Was Romantic	Reginald Wright Kauffman	643
My Adventures in the Dismal Swamp	Mrs. C. R. Miller	644
Motor-boating—Every Man's Sport	Carter Williamson	645
Adventuring with a Motor Car	William Frost	646
How Can We Save Our Birds?	Harriet Quimby	647
The Joys of the Summer Vacationists—Photograph		648-649
A Woman's Journal of a Sailing Cruise	Ellen King	650
People Talked About		652
Jasper's Hints to Money-makers		654
Life Insurance Suggestions		660
Fifty Years Ago This Week—Sketches		661

Copyright, 1911, by Leslie-Judge Company, Publishers. Entered at the Post-office at New York as Second-class Mail Matter. Cable Address, "Judgark." Telephone, 6632 Madison Square. Published by Leslie-Judge Company, Brunswick Bldg., 225 Fifth Ave., New York. John A. Sleicher, President. Reuben P. Sleicher, Secretary. Arthur Terry, Treasurer.

Smith & Wesson Superior Revolvers the standard since 1856.

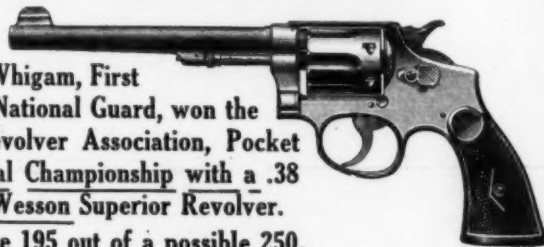
The revolver that wins championships —the Smith & Wesson.

C. C. Crossman of Missouri won the United States Revolver Association National Championship, the Gold Medal and custody of the cup with a .38 calibre Smith & Wesson Superior Revolver.

Score 455 out of a possible 500.

Col. Wallace H. Whigam, First Cavalry, Illinois National Guard, won the United States Revolver Association, Pocket Revolver, National Championship with a .38 calibre Smith & Wesson Superior Revolver.

Score 195 out of a possible 250.



Smith & Wesson Pistol Breaks All Championship Records for 50 shots at 20 yards.

George Armstrong of Seattle, Washington, recently broke All Championship Records for 50 shots at 20 yards, and won the United States Revolver Association National Pistol Championship, the Gold Medal and custody of the cup. This unusual marksmanship was accomplished with a Smith & Wesson Single Shot, 10-inch Barrel, Pistol.

Score 473 out of a possible 500.

The choice of the champions should be your choice.



SMITH & WESSON
Manufacturers of Superior Revolvers
422 Stockbridge Street, SPRINGFIELD, MASS.



THE HARLEY-DAVIDSON IS A CLEAN MOTORCYCLE

NO Motorcycle could be popular and be oily and dirty. Therefore, we made the mechanical parts where oil was used "oil-tight." Result—you can ride a Harley-Davidson without damage to your best clothes. This makes it the ideal mount for any business man; he can now attend to his outside calls in one-fifth the "car time" formerly consumed and at one-sixth the former cost.

The cost of the Harley-Davidson will be offset many times by the saving in time and transportation its use affords.

It will also furnish him with the most comfortable and most delightful of outdoor sports—Motorcycling. If the green fields and cool streams call you—answer—on a Motorcycle.

Let us tell you more about the "Silent Gray Fellow" and the joys it brings.

HARLEY-DAVIDSON MOTOR CO.
738 L St., MILWAUKEE



Wanted Chauffeurs—Big demands from manufacturers, dealers and owners. Good wages—steady, pleasant employment. We teach how to run and repair any automobile by mail. Most complete Auto School in the world. Satisfaction guaranteed or money refunded. Complete course only \$15.00. Enroll now—small payment down—balance weekly payments. No extra charge for practical instruction, under personal supervision of C. A. Coey, America's premier autoist. First Lesson Free. Write for it today. C. A. Coey's School of Motoring, Dept. B, 1426 Michigan Avenue, Chicago, Ill.

Specialties Wanted!

WE have a national selling organization selling our Wunder-Wurker Drink Dispenser to Soda Fountain owners, and want other specialties, either to market or manufacture—mechanical devices preferred.

Address, giving full particulars
MULTIPLEX FAUCET CO., ST. LOUIS, MO.

1,000 Island House

Alexandria Bay
Jefferson County New York
IN THE HEART OF THE THOUSAND ISLANDS

In the most enchanting spot in all America, where nature's charms are rarest, all the delights of modern civilization are added in the 1,000 Island House. No hotel of the Metropolis provides greater living facilities or such luxurious comfort—real home comfort—as does this palatial summer retreat. An amusement every hour, or quiet complete rest is the choice of every guest. All Drinking Water used in the house is filtered. Send two 2-cent stamps for Illustrated Booklet.

O. G. STAPLES, Proprietor
E. S. CLARK HARRY PEARSON
Manager Chief Clerk



PHOTO THE P. J. PRESS BUREAU

The World's Greatest Fighting Ship

Launching of the New American Dreadnought "Wyoming" in Philadelphia, May 25

The "Wyoming" is one of six Dreadnoughts now building which, when completed, will make a fleet more powerful than the whole United States navy during the war with Spain. The "Wyoming" will mount twelve 12-inch guns, will displace 26,000 tons and have a speed of twenty and one-half knots. Finished, no other warship afloat will be her superior.

CXI

WI
B
EC
inquire
great o
to expe
be intr
steadily
on trial
will suc
seen.
The
tience
reform
perien
theorie
at the
of Gove
United
New Je
place h
he had
ous and
The gr
Jersey
ington
This
Wilson
that ex



Leslie's

ILLUSTRATED WEEKLY

THE OLDEST ILLUSTRATED WEEKLY NEWSPAPER IN THE UNITED STATES

"In God We Trust."



CXII.

Thursday, June 8, 1911

No. 2909



PHOTO BROWN BRUS
DEDICATING THE VICTORIA MEMORIAL.

SCENE AT THE RECENT UNVEILING IN LONDON BY KING GEORGE V. OF THE STATUE TO THE LATE QUEEN, HIS GRANDMOTHER. EMPEROR WILLIAM WHO WAS PRESENT IS SHOWN IN THE CARRIAGE WITH THE KING IN THE PICTURE ON THE LEFT AND THE MEMORIAL ITSELF IN THE PICTURE ON THE RIGHT.

PHOTO PAUL THOMPSON

EDITORIAL

Why Not Woodrow Wilson?

BECAUSE LESLIE's recently said, "For President—not Woodrow Wilson," the *Troy* (N. Y.) *Press* impatiently and inquisitorially inquires, "Why not?" The answer is because the great office of the presidency ought to be intrusted to experienced and capable men. It ought not to be intrusted to a theorist whose career has been steadily marked by failure. Woodrow Wilson is on trial as Governor of New Jersey. Whether he will succeed as its chief executive remains to be seen.

The people of this country are having their patience tried to the limit by a coterie of uplifters, reformers and highbrows of all kinds with no experience in public life. But they are chock full of theories with which they would like to experiment at the people's expense. One of the first results of Governor Wilson's election was his choice of a United States Senator from the great State of New Jersey. The man he selected for that exalted place had established his notoriety by the fact that he had been an ardent free silverite and a continuous and unsuccessful seeker after public office. The great industrial and financial State of New Jersey should have as its representatives at Washington men of a different type.

This country is not prepared to try a Woodrow Wilson in the White House. We believe with that experienced and able public leader, Senator

Root, that it is well to proceed with caution while trying some of the experiments now being suggested by theorists of the Woodrow Wilson stripe. We invite the attention of our *Troy* contemporary to the thoughtful statement of the Senator in a recent address, when he said:

The system under which we live has produced the best results that have ever come from mankind in the experiment of government. We have wrought out, with the providence of God, under these institutions, results which make for the advancement of liberty and the good of all mankind. With human nature still unchanged, I should hesitate long to believe that my judgment, or the judgment of all of us, can improve this system of government. I do not like to see experiments begin or proceed in their early stages by being tried out in amendments to the Constitution. They should be the result of long consideration and trial, and not to initiate consideration and trial.

Let us not give up the institutions we have cherished since the signing of the Declaration of Independence. Let us not relegate to the rear the statesmen ripened by experience and animated by the highest patriotism. The Democratic party would do much better, in our judgment, if it would select a partisan with pronounced convictions, of the type of Champ Clark, as its presidential candidate. And in due time the Republican party, restored to its senses, will begin to search about for a leader of the stalwart mold. In this connection we might remind our contemporary that if it will look around it may discover him among its townsmen in the person of that gifted statesman, the stalwart ex-Governor, Frank S. Black.

Pure Foods, but No Fads.

HOW MANY people are there who know that in jellies, jams, sweet pickles, soft drinks, indeed, in over thirty classes of food, the sweetening has been done, to some extent at least, by saccharine, a product of coal tar? The Referee Board of Consulting Scientific Experts, at Washington, has sustained the contention and an order has been issued against the use of saccharine in food stuffs after July 1st. After careful investigation the board has found that the "continued use of saccharine as a substitute for cane sugar or other forms of sugar reduces the food value of the sweetened product and hence lowers its quality." Since its excessive use might cause digestive disturbances and since there is not the slightest necessity to use it, everybody should agree with the decision of the board. The only other decision of the board—that in which they permitted as absolutely harmless a definite amount of benzoate of soda—showed the same scientific spirit and impartial attitude.

Too frequently our government chemists, in the enforcement of pure-food laws, have discriminated against things not because unwholesome or indigestible, but simply because they have made up their minds to object. In the case of benzoate of soda, a numerous section of the public imagined something was wrong because an unfamiliar chemical term was used. It would likewise sound



OFFICERS IN THE ARMY OF PEACE, THE LAKE MOHONK CONFERENCE.

The session this year of this great congress of advocates of international arbitration was made notable by the announcement of the plans of the Carnegie peace propaganda.

alarming to some should it be announced that pyro-ligneous acid and chloride of sodium were dangerous preservatives. Yet the first is only smoke in acid form and sodium chloride nothing but table salt. A small quantity of sodium chloride put on an infant's tongue would throw it into convulsions, and perhaps tomato catsup would hardly be a good diet for a baby, even when the catsup contained no benzoate of soda.

The aim of pure-food legislation is to protect the public from substances either poisonous or injurious. A sensible policy carrying out this purpose cannot be too strictly enforced. Let Dr. Wiley drop his fads and fancies, fall into line or else fall out of the procession, as he has so often threatened to do.

Warning from the South.

IN THE *Manufacturers' Record*, of Baltimore, Richard H. Edmonds sounds a note of warning to Chairman Underwood, of the Ways and Means Committee, and the other Democrats of each branch of Congress who are making sweeping assaults on the protective system. "The introduction of a tariff bill putting on the free list many products of the South once more illustrates that the South's worst enemies are often to be found among its own public men. In times past the material development of this section has been seriously halted by the unwisdom of the agitation of men of the South rather than by injury done by outsiders."

The *Manufacturers' Record* is a non-partisan publication. Mr. Edmonds, its editor, is a close student of industrial conditions throughout the country, but especially in the South. In the article from which we quote he adds, "Every business interest in the South—the lumber people, the iron and coal interests, the mica interests, merchants, farmers and laborers alike—is vitally concerned in a fair measure of protection to every industry in the South." Every word here used applies to the North and West also.

The protective policy is national, not sectional. It aims to aid every important industry which needs any custom-house defense, regardless altogether of the region in which it exists. Under this system the United States has prospered to a degree unparalleled by any other country in the world. And the prosperity has recognized no particular lines of latitude or longitude. It has covered South, North, West and East. Mr. Edmonds sees this truth and talks out plainly. He asks Chairman Underwood and other Southern men who are attacking the tariff along the whole line if they want to see the country go back to the starvation days of 1893-96. The assault on the tariff, perpetrated and projected, is much more extended in 1911 than it was in the Wilson-Gorman act passed in 1894. The Canadian reciprocity and the so-called farmers' free list bills, already passed by the House, and the attacks on the woolen, cotton and other schedules which are being framed are very radical measures of legislation and account for the halt in industry which the country now sees. The action of the Democratic House and the threats of the Democrats in the Senate promise to make Republican victory in 1912 along the whole line certain and overwhelming.

Centenary of a Noted Woman.

ONE OF the famous children of Dr. Lyman Beecher will have the hundredth anniversary of her birth soon. Harriet Beecher Stowe was born in Litchfield, Conn., on June 14th, 1811, where observances are to be held on that date this year. The author of many books, she is remembered only by her great work, "Uncle Tom's Cabin," and she was forty years of age when that story began to run as a serial in the *National Era*, an abolition paper published in Washington by Dr. Gamaliel Bailey.

"Mrs. Stowe has genius, but no talent," said Mme. George Sand, after she had read "Uncle Tom's Cabin." Mechanically the book had serious

defects, but it told a story which thrilled its readers. It was translated into every language of Europe, had a sale of over 500,000 copies in the first two years after its publication, a fourth of which were in England, and it is still called for in many of the public libraries of the country. As a "best seller" it far surpassed all the works of recent days and has been exceeded in circulation by the Bible only. At one time more than a dozen theatrical companies were traveling through the country presenting this drama. Necessarily the story had a large influence in intensifying the feeling against slavery throughout the free States, although its picture of the evils of that institution was somewhat overdrawn.

"So you are the little woman who brought on this big war!" exclaimed Lincoln to Mrs. Stowe when she called upon him at the White House in the latter part of 1861. The anti-slavery movement had been long under way, however, before "Uncle Tom's Cabin" was printed. Birney, as candidate of the Abolition party for President in 1840 and 1844, obtained 62,000 votes in the latter year. The Free Soil party polled 291,000 votes in 1848. But Douglas's Kansas-Nebraska bill of 1854, which repealed the Missouri Compromise and thus let slavery into territory from which it was excluded by the Missouri adjustment, had a larger influence in destroying the institution than did Mrs. Stowe's book. As Horace Greeley said, "Douglas and Pierce (the President who signed the bill) have made more abolitionists in three months than Garrison, Phillips and all the other anti-slavery orators and writers could do in fifty years." That act killed the Whig party, created the Republican party, gave that party its victory in 1860 and this resulted in the Civil War, in which slavery was killed. Among the champions of human freedom, nevertheless, Harriet Beecher Stowe will always hold a prominent place.

The Plain Truth.

IT looks as if Mexico had gone from the frying pan into the fire. The retirement of Diaz has left an unsettled country with conditions bordering on civil war.

THE Edition Order of LESLIE'S this week is 341,000! This is the high-water mark thus far of the oldest and most popular illustrated weekly in the United States. It never has been excelled, in peace or war. And LESLIE'S WEEKLY is not and never will be a muck-raker. It has too much gratitude for the goodness of God and too much confidence in the patriotism of the American people for that. It will continue to labor for the upbuilding of the industries, the railroads and the homes of a prosperous people.

HAD THE rates for electricity been increased in the great city of New York, a howl would have been raised by every newspaper. Now that a reduction has been made, not a word of commendation is heard. Beginning July 1st, the New York Edison and the United Electric Light and Power companies will make a reduction ranging from five to twenty-five per cent., aggregating, according to the estimate of the Public Service Commission, an annual saving of \$1,250,000 to consumers. This little incident raises the query, Is the corporation getting genuine fair play?

THE GREAT wage-increasing movement in 1910 among the railroads of this country and Canada reached the enormous figures of \$37,000,000, according to the report just made by the Brotherhood of Railroad Trainmen. Not only can no other corporations, public service or private, point to such a showing, but in most instances, also, the increase came voluntarily, in order to match up wages with the high cost of living. In all construction and maintenance the railroads have had to meet the same advanced prices which their employes have had to face, and, besides this, many have entered upon vast terminal and other improvements. But in spite of all this, the railroads of

our country have been prevented by the government from putting into effect reasonable and much-needed advances in freight rates. When one congratulates railroad employes on the increased wages they are enjoying, it is well to keep this fact in mind.

AN ABLE financier is President James G. Cannon, of the Fourth National Bank of New York. We hope his business prescience did not desert him when he told some Omaha ministers that, as the result of the Men and Religion Forward Movement, papers and magazines were going to "play up" religion as it had never been done before. "The magazine editors who have been muck-raking all their lives are seeing that the thing must end," said Mr. Cannon. We know of no happier way for a muck-raking publication to reform its ways than by beginning to "play up" religion. Aside from any other work the Men and Religion Forward Movement may accomplish, if it reforms our press in this respect, its organization will have been worth while.

THE LUXURIOUS senate chamber at Albany, N. Y., was the scene of an unusual demonstration recently, when Troy collar shop girls came, one hundred strong, to protest against a bill that would prevent them from working more than fifty-four hours a week. Most of the collar work is piece work and such a law would cut down the earning ability of the girls. Not only so, but at certain rush seasons it is practically necessary that they be allowed to work overtime. The feature of the measure which would prohibit children working more than nine hours a day, six days of the week, should be enforced; but adult workers are themselves the best judges of their own needs. It would be as unwarranted for the State to limit the hours they should be permitted to work as it would be for the State to seek to prevent a man in his own shop from lengthening the day's work when business was at a rush. It is rather high-handed when a State Legislature attempts, against the desires of the workers themselves, to limit their efficiency and earning capacity. But playing to the galleries is the vogue!

THE QUESTION is asked by a prominent Roman Catholic clergyman, Is the largest manufacturing enterprise in New York City to be crippled, its five thousand employes made to suffer great reductions in wages, in the interest chiefly of cheap labor in India? That clause in the "farmers' free list" bill which removes the tariff duty on jute bagging for cotton bales has just this menace. The duty at present amounts to only ten per cent. ad valorem, while the average duty on textiles of other kinds exceeds forty per cent. To remove this slight protection will signify little to the farmer, though it is for his benefit tariff agitators are making their specious plea. It would, however, mean less than a living wage to the five thousand employes of the two Brooklyn mills of the American Manufacturing Company, whose pay-roll totals more than \$1,000,000 a year, and many of whom attend the church of the protesting clergyman. The average weekly wage of jute mill labor at Calcutta is sixty cents. The average in the Brooklyn mills is \$8.11. For our standard of living this is none too high a figure, but it would of necessity be even less if the American mills be compelled to compete with India's cheap labor. Is it right even to think of sacrificing an American industry merely for the sake of a theory? A concrete case like this one (which might be multiplied by thousands) shows the local bearing of the tariff question; and because every locality in the country can offer the same argument that this industry presents, the tariff is not local merely, but broadly national in its scope, rather than a bi-partisan issue. Since tariff reformers are bent upon redeeming campaign promises, it matters not who may be sacrificed, every locality must follow closely the trend of events lest their industry be the one marked for slaughter.

The Lure of the Summer Camp



BROWN BROS.
THE FIRST MEAL IN CAMP



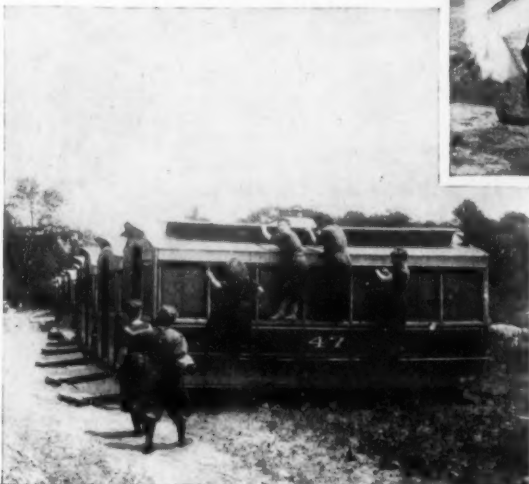
BROWN BROS.
UNDER THE PALISADES OF THE HUDSON RIVER.



BROWN BROS.
AN OPEN CAMP IN THE ADIRONDACKS.



BROWN BROS.
TOO MANY COOKS SPOIL THE BROTH.



BROWN BROS.
DISCARDED HORSE CARS MAKE SAFE CAMPING SHELTERS.



BROWN BROS.
LEADING THE SIMPLE LIFE.



SALLOW
THERE IS NO FUN TO COMPARE WITH THIS.



BROWN BROS.
BOY SCOUTS CAMPING WITH ERNEST THOMPSON SETON.



Is This "The Easiest Way?"

MR. DAVENPORT HAS BEEN DEEPLY IMPRESSED BY MR. KAUFFMAN'S INSISTENCE THAT POVERTY IS A TERRIBLE AND FUNDAMENTAL CAUSE OF WHITE SLAVERY. MANY COMPETENT CRITICS BELIEVE THAT THIS CARTOON IS ONE OF THE MOST POWERFUL AND GRAPHIC PORTRAYALS THAT HAVE COME FROM THIS NOTED CARTOONIST'S HAND. IT IS A SPLENDID EXAMPLE OF THE SERVICE THE MODERN NEWSPAPER CARTOONIST CAN PERFORM IN HELPING TO ERADICATE THOSE PERILS WHICH UNDERMINE THE VERY FOUNDATIONS OF THE PUBLIC WELFARE.

Read Mr. Kauffman's Story on the Opposite Page on "The Girl That Was Romantic."

T

EDITO
Slavery
Each st
th

"I

young girl
to protect
little mon
cure licen
courts and
sons want
that most
tectives."

This p
new to me

"I kne
tions the
clean toa
dare —"

"Why
fact, no d
it if any v
lutely saf
entrap the
his badge
hold that
to get ove
to look int
I say is tr

She wa
girls' scho
larly emp
some, seri
the chill o
she now p
least in m
the truth.

"Five
nected wi
knew inti
girl of wh

"The
not in any
girls. Sh
child—a g
but with n
purely fem
be eightee
aminations
cheeked, b
ful of mus
basketball
school wer
roughly, y
of all the
her to emp
with a spe
musket.

"Madel
studies—t
but she w
considered
sewing, sh
she lived t
sitting in
head, read

"She w
and I dare
catering t
preceded h
of intellect
for a girl.
her elder b
home any
somebody
lessly acqu

"Mind
'girls' bo
It is anyth
and you ca
Indeed, I'
good many
they had b
was the co
they read
of fiction.
book' is an
direction;
sort is bac
whether th
they are w
that an inc

The Girl That Goes Wrong

By REGINALD WRIGHT KAUFFMAN, Author of "The House of Bondage"

EDITOR'S NOTE:—This is the sixth instalment of Mr. Kauffman's sensational series dealing with the causes, conditions and cure of White Slavery. The articles are all based on data verified by the author while collecting material for his astounding novel, "The House of Bondage." Each story is complete in itself. Leslie's is making a fearless crusade against the terrible peril of the social evil. We are determined to get at the facts and to publish them without fear or favor. Mr. Kauffman's stories will be followed by reports of other special investigators.

The Girl That Was Romantic

"I ASSURE you," she said, "that the case is in no wise remarkable. There are, in every considerable American city, men that go in for this sort of thing. Their real business is the securing of young girls for the white-slave traffic; but, in order to protect themselves and in order to pick up a little money 'on the side,' as they call it, they procure licenses from the unsuspecting or uncaring courts and manufacture perjured evidence for persons wanting divorces. In other words, they are that most unspeakable of scavengers—private detectives."

This phase of the business was at that time new to me, and I said so.

"I knew," I told her, "that with some exceptions the average local private detective is an unclean toad, but I didn't know that he would dare—"

"Why not?" she interrupted. "As a matter of fact, no daring is required. He wouldn't attempt it if any were. But his position makes him absolutely safe. He blackmails the erring wife and entraps the romantic girl—and he is protected by his badge on the one hand, and on the other by the hold that his alleged business gives him a chance to get over his victim. I have had good reasons to look into the matter and I have found that what I say is true over all the land."

She was sitting in the office of a well-known girls' school in Indiana—one of the teachers regularly employed there. As I looked at her handsome, serious, refined face, I felt come over me the chill of conviction; and later, acting on what she now proceeded to tell me, I discovered that at least in many similar instances what she said was the truth.

"Five years ago," she went on, "I was connected with a school in Philadelphia. There I knew intimately—you see, I am still young—the girl of whom I am about to speak."

"The girl—we will call her Madelaine—was not in any way different from a great many other girls. She was a strong, willful, full-blooded child—a good deal of what we call a 'tomboy'—but with no more harm in her than there is in the purely feminine type. By the time she came to be eighteen and was just ready for her college examinations, she was as pretty as a picture—pink-cheeked, brown-eyed, golden-haired and as powerful of muscle as most boys of her age. She played basketball in such a way that the other girls in the school were afraid to play against her—not really roughly, you understand, but just taking advantage of all the strength of body that the rules allowed her to employ—and she could serve a tennis ball with a speed that was more like a shot from a musket."

"Madelaine was rather good at most of her studies—there was no really great trouble there—but she was not fond of what are conventionally considered 'girlish' things. She didn't care for sewing, she would never have learned to cook if she lived to be a hundred, and she had no mind for sitting in a corner, with a college pillow under her head, reading fiction of the marshmallow school."

"She was the only daughter in a family of boys, and I dare say that her parents had got so used to catering to the tastes of their three sons who preceded her that they didn't know just what sort of intellectual food most people considered fitting for a girl. In any event, Madelaine got to reading her elder brothers' books before her mother brought home any by Louisa M. Alcott, and, by the time somebody gave her 'Little Women,' she had hopelessly acquired the adventure-story habit."

"Mind you, I'm not saying that the average 'girls' book' is a strengthener of the moral fiber. It is anything but that, because it is namby-pamby, and you can't make red blood out of soap bubbles. Indeed, I've known—but that's another story—a good many girls to get into trouble just because they had been taught to believe that the real world was the composition of honey and moonshine that they read about in the typical young ladies' piece of fiction. Nor am I saying that the typical 'boys' book' is any better. It is equally false, in another direction; and, because both are untrue, either sort is bad for its readers, as a rule, no matter whether the books are read by the sex for which they are written or by the other sex. My point is that an increasing number of girls, as every school-

How to Obtain Back Numbers

Mr. Kauffman's sensational stories are to be the main feature of LESLIE'S for several months to come. Those wanting back numbers may obtain them as long as the limited supply lasts by forwarding ten cents in coin or stamps for each copy desired. Address—LESLIE'S WEEKLY, 225 Fifth Avenue, New York.

The following stories have appeared:

"The Perils of White Slavery"	March 23rd
"The Girl That Wanted Ermine"	March 30th
"The Girl That Was Hungry"	April 27th
"The Girl That Wasn't Told"	May 11th
"The Girl That Studied Art."	May 25th

teacher knows, care more for the boys' books, with their herculean heroes and preternaturally wise detectives, and that these books (the old-fashioned dime novel bound in cloth and sold for a dollar-fifty) are an evil influence on their reader, boy or girl.

"Well, Madelaine liked that sort. She could wriggle through an examination in the Iliad, she could pass in Latin composition and she could escape 'conditions' in German, history and mathematics. But what she liked—what, in fact, constituted genuine life for her—was the 'Young Detective in the Coal Regions' series, and she honestly believed that school and college were only grains of sand, carefully walled in by severe elderly people, but actually surrounded by a world of hairbreadth escapes and dashing feats of strength—a world devoted entirely to the commission and detection of crime."

"One of the teachers, recognizing something of the possibilities of these tendencies and knowing how the tendencies are spreading among our young girls, tried to take Madelaine to task."

"Don't you know," said she, "that if you keep this up you'll flunk your English exams. for college?"

"Madelaine tossed her golden hair."

"I've got enough to get me through without the English," she answered.

"But why not have the English, too, when it is just as easy?"

"It's not as easy."

"Don't you think 'Woodstock' is exciting?"

"The girl laughed."

"Exciting? That? Why, anybody that's really read anything knows what's going to happen three pages before Scott can get it off his chest."

"And 'Silas Marner'?"

"I should say not! Nothing's doing. And, besides, when anything is, the author's always more interested in what she thinks about what her people do than she is in the people and what they do do."

"Yet you must like the Shakespeare plays that are prescribed. A great deal happens in them."

"Yes," admitted the sub-freshman, "a great deal happens; but, then, after anything has happened, the people gas so much about it. No, thank you; when I haven't any real books to read, I just make up some stories out of my own head."

"The teacher reported the case as hopeless, and, in June, Madelaine went up for her entrance examinations."

"The result was what had been foreseen. The candidate passed in most subjects, but failed lamentably in English."

"There were no immediately serious consequences. Madelaine, having read in her 'real' books how such things were done and guessing what had occurred, waylaid the college report, abstracted it from her father's mail, steamed the envelope, applied a little acid to those portions of the report that did not suit her, replaced them by more flattering marks, and only then put the letter where her parents would get it. She counted on 'making up the conditions' unknown to them in her freshman year, and she had committed her little crime not so much out of any inherent viciousness—not even so much out of fear of paternal rebuke—as from a spirit of adventure dictated by the impulse for romance that had become her governing emotion."

"Things did not, however, turn out precisely as Madelaine had expected. She went to college, but she couldn't at once make up her conditions, and,

just as she had become passionately fond of the college's social life, her father's money was engulfed in a bitter business complication. At a sorry family council it was almost decided that Madelaine must give up her studies."

"But I don't want to leave college!" wailed Madelaine.

"Her brothers looked out of the windows; her mother, face in hands, looked nowhere; her father gazed at the ceiling and seemed to derive thence the first faint rays of a pale inspiration. He had thought of a scholarship. Without a word to any one of the family, he went to the college to 'see about it'—and what he did see was the impossibility of a scholarship because of what his daughter had concealed from him."

"This meant that the family council was speedily followed by a family row. The father was badly upset by his business worries; his nerves were on edge; he openly regretted that his daughter, whom he upbraided for her deception, was unable to support herself; he said a great deal that he did not mean and a few of those things which, though we always mean them, we forever hold unsaid."

"His daughter went to bed crying. When she heard her mother ascend, on a mission of comfort, to the bedroom door, she stifled her sobs, and the mother, thinking the daughter at last asleep, forebore to enter. So Madelaine, lying awake through half the night, planned to support herself."

"Leaving the house stealthily the next morning, she went into the heart of the city. She bought a newspaper and, over milk and rolls at a little lunch counter, consulted its minor advertisements until she came upon this one:

"WE DELIVER THE GOODS.—Divorces assured. Secrecy guaranteed. Confidential investigation our specialty. Quick, quiet, certain. Branches the world over. CANNARDE DETECTIVE AGENCY."

"The Philadelphia office, when Madelaine got there, didn't look like that of a concern with branches in any other country. It was situated in a dirty street, it was reached by a dirty flight of marble steps, and the front room, which the girl entered, was an uncarpeted apartment with a littered table and some well-worn handbills on the walls."

"I want to see Mr. Cannarde," said the girl.

"She was looking at a short, fat woman, whose eyes were bleared, whose cheeks were caked with last night's rouge, whose scant hair did not hide a riotous, hempen 'rat,' and who was partially garbed in a constantly gaping and very much soiled kimono. Madelaine had assumed that this was a servant."

"I'm his wife," said the woman. "He's in there."

"She shook her rat in the direction of the next room, which, apparently invited, Madelaine now entered, to find a place considerably like that she had just left."

"A fat man, pear-shaped, stood before her, dressed in a dark sack suit and with shoes that were noticeable because of their remarkably square toes. His head was gleamingly bald on top, where beads of sweat shone, and was fringed with reddish hair. His dark eyes were nervous and shifty; his mustache was like a hairbrush; from the corners of his thin lips, below this, heavy, sinister lines ran up to his nose, and his skin was so coarse that his cheeks seemed as hard as the top of his head. Even to Madelaine he was not a pleasant object, but Madelaine reflected that few of her detective heroes were that."

"Good morning," said the man. He smiled, and the girl saw that his stubby teeth were dirty. "What can I do for you?"

"It burst from her in one long, excited breath: 'I am a college girl. I have education. You must have use for a girl with education. I want to be a detective.'

"He looked at her, blinking his shifty eyes."

"You—you want to work for this agency?"

"She nodded."

"Why?" The query escaped him. It all seemed too easy to be quite, as he would have said, 'regular'—which means 'safe.'

"Because I want to make my living. Because I need the money."

"Oh!" said the toad. Now the ground was becoming more familiar. They all needed, somehow,

(Continued on page 657.)

My Adventures in the Dismal Swamp

How a Woman Made the First Night Journey through This Mysterious Wilderness

By MRS. C. R. MILLER

WHEN a child at school, geography was my favorite study and I used to stick pins in certain parts of the map to mark off the places which I intended to visit when I "grew up." The Dismal Swamp I wished to see, but at that time it seemed as impossible as the jungles of Africa, so that I stuck my pin in the Bay of Fundy instead. I had heard the stories of the runaway slaves who hid in this dreadful wilderness and of the bloodhounds which were sent in after them, of the bears and snakes which dwelt in the dense forests. For years this was my idea of the Dismal Swamp and my recent visit there has done very little to change this impression. Of course I saw no escaping slaves or bloodhounds, but I came in close contact with more birds and snakes than I have seen during my entire life before. I made several visits to the swamp and saw its civilization as well as its wilderness, for my first trip there was through the canal which may some day become a part of our great system of inland waterways.

One bright morning in May I boarded the *Annie*, at Elizabeth City, N. C., a little boat used

after you have seen his deckhands work. He made me welcome and added to my comfort by offering me the big rocking chair which he brought from his cabin. We left Elizabeth City at eleven a. m. and steamed up the Passapatan River for about eighteen miles. This picturesque stream is full of curves and in many places the shores were scarcely twice the



THE OLD GEORGE WASHINGTON DITCH.



JUNIPER TREES IN THE DISMAL SWAMP.



GETTING OUR BOAT READY FOR THE START.

to carry freight and the few passengers who wish to go to the different lumber camps along the canal. The *Annie* is not a palatial steamer, but what she lacks in magnificence her officers make up by kindness to the passengers. Captain



THE EXPLORER IS ASTONISHED TO FIND A BEE FARM HIDDEN IN THE WILDERNESS.

McHorney is a genial North Carolinian, with a wonderful amount of good, common sense and patience. You will admire this latter quality



THE LUMBER CAMP ALONG THE CANAL.



TYPICAL PADDLE BOAT USED IN THE NARROW CANALS LEADING TO LAKE DRUMMOND.

width of our boat apart. We soon reached the little village of South Mills, N. C., where the Dismal Swamp Canal begins. Here the *Annie* went into the lock and was raised thirteen feet to the level of the canal. The entire population came down to witness the departure of two colored women and a baby who were going to visit friends three miles up the stream. This waterway is about fifty feet wide and is twenty-two miles in length, and for its size may be classed



ON THE SHORES OF LAKE DRUMMOND.

among the busy streams of the country. All the lumber which comes from this section of the swamp is sent out through the canal and it is no uncommon sight to meet a tug pulling several big scows which are loaded down with lumber.

The wood camps in the Dismal Swamp are a study in themselves, as the most modern methods are used. Where there are no ditches to float the lumber down to the canal, railroad tracks have been laid through the woods and the logs

sent down on little cars. The labor is colored, except for a few white men who are overseers. The negroes have comfortable shacks and live in far more comfort than those of their race who are crowded together in our large cities. They are unusually healthy and are free from malaria. They drink the water with impunity, for it seems to cure rather than to cause this disease. There are numerous springs and the water is a peculiar shade, very like the color of weak tea. During the summer, when the yellow flies and mosquitoes come forth, life in the swamp is not always pleasant. However, the negro laborers continue their work. Juniper is the most valuable timber found in that section, and from it excellent shingles are made. It is also used as cross pieces for telegraph poles and is known to last for a very long time. Tank

piling and boat boards are made of this kind of lumber, and recently it has become the principal wood used in the manufacture of lead pencils. The trees, which seem to grow in clusters, are not felled until they reach a certain diameter and their growth is carefully watched. As this valuable timber will only replace itself in swamp lands, the problem of draining the Dismal Swamp has its pros and cons. Both juniper and cypress, which is also found in the swamp, are extremely popular in England and thousands of feet are sent over every year and used in building English cottages. After a year or two this lumber becomes a beautiful shade of gray and needs no painting. The lumbermen declare that much of the timber is spoiled in the early spring by the animals of the swamp biting the bark off the trees in order to get the sap. The bears are fond of the little buds of the juniper.

There is one farm along the canal in the Dismal Swamp where excellent corn is said to grow and at another place a man has a thriving bee farm.

Several little villages have sprung up along the canal, the largest of which is Wallacetown. This is close to the "feeder" (the ditch) which runs from Lake Drummond to the canal and supplies the water. At the head of this "feeder" live the two people who are the only residents in the heart of the swamp—Old Man Gurnes and Aunt Jane, his housekeeper. The old man attends to the water supply for the canal and actually has



BRINGING THE LUMBER OUT OF THE SWAMP.

a telephone in this wilderness. Both of the old people are interesting characters and tell thrilling stories of swamp life. The "feeder" is navigable for paddle boats and is picturesque with its bush-covered banks.

At Deep Creek, ten miles from Norfolk, we went into another lock and the *Annie* was lowered to the level of the creek, which is really a river. It was nearly dark when we reached this point. The sea chickens, queer little birds which walk like a barnyard fowl, which had been flying and running beside our boat, deserted us here and flew off to roost. We went slowly up the river through the draws of three railroad bridges and reached Norfolk at about nine p. m.

"You have seen the civilized end of the swamp," said Captain McHorney, as he walked with me

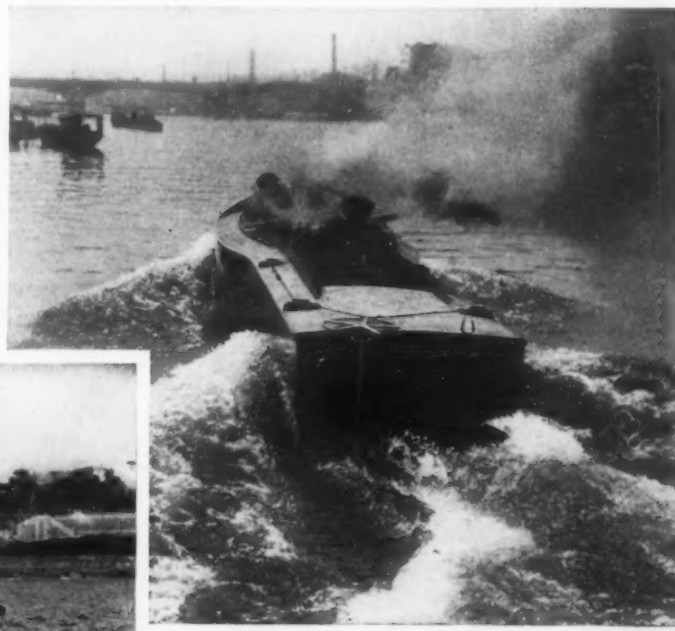
(Continued on page 651.)

Motor-boating-A Poor Man's Luxury

A Delightful Recreation Which Makes But a Small Demand on the Pocketbook

By CARTER WILLIAMSON

MOTOR boating appeals to the adventure spirit which lies dormant in every man and woman with red blood in their veins. The joys of the sport are peculiar to itself. A road is a more or less definite thing. It leads to a fixed destination and starts at a fixed point. Thus in walking, motoring or driving one usually knows the general outline of the new territory. There is more of uncertainty and mystery to a waterway. No matter how much time you may have at your disposal, it is difficult to exhaust the possibilities of even the smallest waterway. Every little



THE BAYARD-CLEMENT RACER.
A famous English boat which, it is claimed, can make fifty miles an hour.



A SMALL FAMILY CRUISER.
Sleeping accommodations are provided for four and provisions can be carried for a two weeks' run.

river and inland lake boasts a thousand and one inviting nooks and quaint harbors.

Part of the fun of handling a motor boat is in piloting the craft. One does not need to be a full-fledged navigator to steer a small motor boat. Pleasure launches up to thirty feet do not draw more than two feet of water. Sharp reefs and sand bars are the only real dangers. The charm of many waterways lies along the shore line. Motor boats of twenty-five feet and under can usually run up within a few yards of the shores of the average inland lake or river. You soon grow to know the deep and shallow places by the color of the water.

In navigating through unknown waters the amateur boatman finds comfort in the knowledge that he can reverse the modern marine engine while the boat is under full headway in a boat length. He therefore comes to welcome new water to test his skill at the wheel.

For those who have had plenty of practice in handling a boat, night cruising has an added ap-



A QUICK RUN TO THE BEST FISHING GROUNDS.
Almost any rowboat can be turned into a serviceable motor boat.

termine the cost. A small sixteen-foot open launch, which can make from five to seven miles an hour and carry six passengers, may be bought for \$200. The average family boat runs from eighteen to thirty feet in length. The engines average from four to ten horsepower and drive the boats along at a speed ranging from eight to twelve miles an hour. These family boats vary in price from \$300 to \$1,000. They are stanch and seaworthy and with ordinary care will last a lifetime.

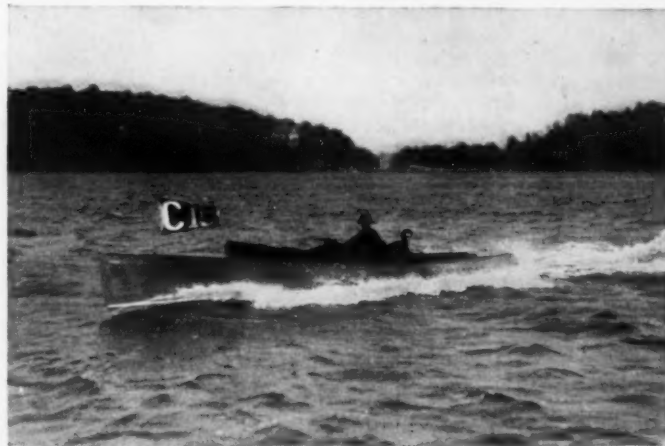
The wear and tear upon a motor boat is very much less in a given period than that on an automobile. There are no tire troubles and the engine does not have to stand the abuse of poor roads. Fifteen or twenty dollars will pay for the year's repairs and upkeep of the

ordinary launch. This, taken with the fact that fuel consumption is small, makes this form of boating a very cheap amusement. Almost any one can afford a motor boat. The initial cost of the craft is the largest expense. Even this may be kept down by purchasing a good, second-hand boat or by building your own launch. With ordinary care the hull of a motor boat should be in just as good condition five years after it is launched as when it was new. The engine will show some signs of the work it has done at the end of six or seven years.



THE WELL-KNOWN OPEN LAUNCH.
These boats may be purchased from \$200 upward. The price is regulated by the size, finish and speed.

There are no expensive garage charges with a motor boat. You soon learn to repair your own engine. There is nothing intricate about a marine motor. Equipped with a small kit of tools, any one can patch up incidental troubles. There is an added sense of comfort and confidence in rough weather when you feel that you can meet any emergency. An elemental knowledge of electricity and a speaking acquaintance with the working principles of a gas engine are all that is necessary.



A FAST RUNABOUT.
Boats of this type make from eighteen to twenty-five miles an hour.



THE DAY CRUISER.
A glass cabin will prove a welcome protection from the hot sun or a passing thunder storm.

peal. There is just enough uncertainty in such fun to make it exhilarating. Many motor-boat enthusiasts are night owls. After one becomes familiar with the shore lights and well-known landmarks, the going is comparatively easy. This side of the sport, however, should be reserved for those who are sure of their navigation skill. It is not to be recommended to the beginner.

A serviceable motor boat may be purchased for from \$190 up to \$15,000. Size, finish and speed de-



THERE IS NOTHING QUITE AS FASCINATING AS THE MOTOR HOUSEBOAT.
The owner of this craft built it himself at a cost of \$1,500.

One soon learns to diagnose motor troubles by the symptoms. An experienced ear can detect irregularities long before they lead to serious difficulties. Usually a screw tightened here or a little more oil there will straighten things out. If care is taken to look over the engine before starting out on a journey, there will be little trouble while under way.

The small open boat with a one or two cylinder engine is ideal for the summer camp or cottage. Motor boats of this type are indispensable when in need of camp supplies and they are convenient ferries for your guests. They get you to the best fishing places without an exhausting pull at the oars and they make delightful pleasure trips a possibility. For longer journeys the small cabin cruiser is in much demand. A good boat of this type may be purchased for \$800. They average from twenty-eight to fifty feet in length and carry from ten to forty

(Continued on page 651.)

Adventuring with a Motor Car

The Secret of One Man's Success in Drawing Health Dividends from an Automobile

By WILLIAM FROST



EXPLORING THE BACK COUNTRY NEAR BURLINGTON, VT.

TAKE the speed-recording instrument off your car when you begin making preparations to spend your vacation time in a motor car, for speed should have no place in a real vacation automobile trip. The man who would get the most benefit from a vacation spent in a motor car ought to forget—for the period devoted to his vacation—that the mind of man ever devised such enemies of rest and quietness as instruments that record or indicate either speed or mileage, or both. A vacation should be a time devoted to recreation, and recreation really means re-creation—a period of rest and building up strength and restoring to their normal state the nerves that have been overtaxed in the regular work that has preceded the vacation. Surely if one would plan for a real vacation to be spent in an automobile, he will dismiss in advance all queries both as "How fast" and "How far" his car has been running, for certainly neither of these has any place in a time to be spent in re-creation.

Perhaps the chief reason for the spreading use and popularity of motor cars is the ease, quickness and certainty they possess for transporting men to and from those places to which they wish to go for purposes of business or pleasure. Yet for vacation purposes ease and certainty only should be the concern of a man bent on getting from his car the rest of mind and body he hopes for during his recreation time. Quickness is greatly to be desired during that portion of the year when one is engaged in his regular work, yet the motorist on a vacation imposes a voluntary burden upon himself unless he forgets to hurry or willingly refuses to do so. Rest should be the primary idea of an automobile vacation trip, and the making of excessive speed or mileage will not only prevent rest, but in many cases make expensive trouble for the impetuous one with vigilant guardians of the



FEW REALIZE THE CHARM OF MEANDERING ALONG A WOOD ROAD.



WHEN YOU FORGET THAT THERE WAS EVER SUCH A THING AS A DESIRE TO HURRY.

speed-limit laws of the localities through which he drives.

For the motorist who has never tried it, an automobile vacation without plans as to where to go and how to get there will almost certainly prove a most unexpected and astonishing success. Let him start out without any definite destination in his mind and drive his car over roads he has never before frequented. Let him determine before he starts *not to hurry*, but to drive slowly and easily and really look at the country as he passes through it. If he sees a pleasant prospect up some crossroad not frequented by his fellows to whom speed and distance are deities, let him drive off along that road. This method of making plans and selecting routes is surely the direct opposite of the general way of going on an auto-



THE SMOOTH STRETCHES OF MACADAM ROADS BRING OUT THE SPEED.

mobile trip, and for this very reason is advocated, because it assures a change from the usual hurry and bustle attendant upon automobiling. It is quite likely that for the first time in his experience as a motorist he will realize the delights he has been thoughtlessly foregoing in his former "get there and get back" motoring days.

If he tries this calm way of using his motor car as an accessory of his vacation time, he will get more genuine benefit and rest—real re-creation—from the use of his car than perhaps he had ever dreamed there lay in its possession. If he takes things easily, he will most certainly be free of the dust nuisance, for dust is an almost inevitable accompaniment of speed. Likewise, on the main-traveled roads dust is raised mostly by those motorists who tear from one place to another, with no thoughts of the beauties of the landscape obscured by dust clouds or passed so rapidly the eyes could not compass them. When darkness approaches, our vacation motorist can stop for the night at the hotel in one of the towns he will meet along his leisurely journey. While these hotels will not be so pretentious—nor as expensive—as the hotels in the bigger towns along the main lines of motor-car travel, he will probably benefit none the less, for the simpler fare will doubtless be better for him than the near-French cooked viands he would pay so much more for at the bigger hotels.

Fears of bad roads need not deter our vacation motorist from making his trip on such a plan, for, unless he makes his trip in very wet weather, he will have little or no trouble with the roads. American motor cars are well and stanchly built and will carry him over any kinds of roads he encounters, always provided he takes things easily and does not set out to make or break records from town to town or city to city. Excessive speed, too often encouraged by stretches of smooth, level, macadamized highways, has done too much mischief to the cause of automobiling for it to have any place in the plans of our vacationist. In many of these smaller towns he will pass through he will hear of interesting side trips he can make, particularly if he be in no hurry to get to some certain

(Continued on page 658.)

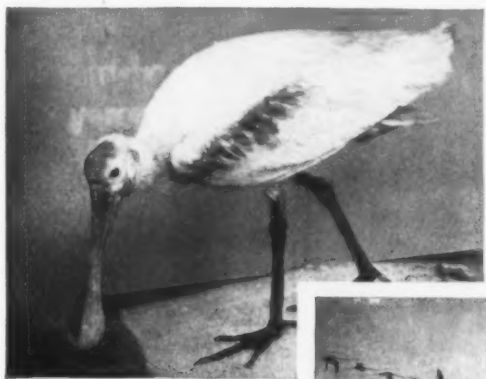


FORDING A COUNTRY STREAM IS ONLY AN INCIDENT OF THE DAY'S FUN.

How Can We Save Our Birds?

William T. Hornaday, Director of the New York Zoological Park, Sounds a Warning of the Deepest Significance to the Nation

By HARRIET QUIMBY



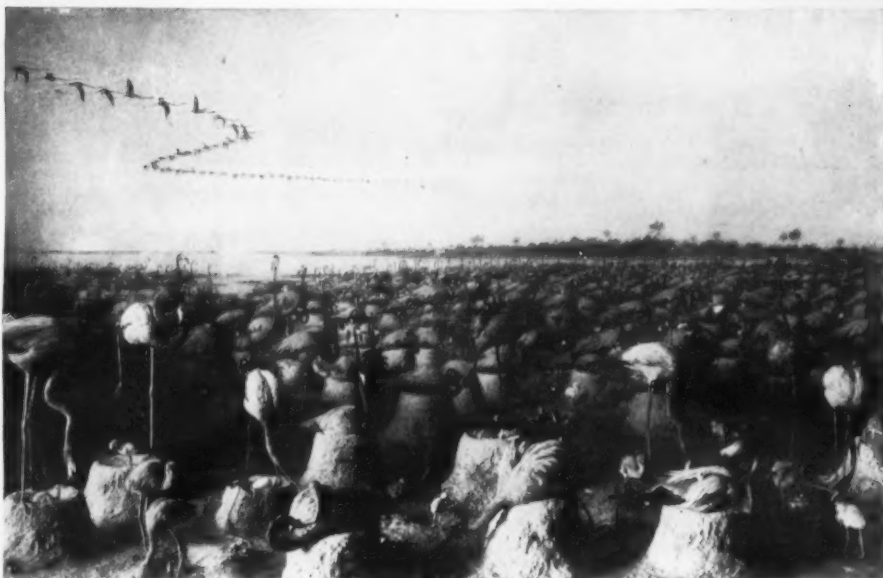
ROSEATE SPOONBILL, DOOMED TO EARLY EXTINCTION.

cease. In the active war that followed, many arrests were made and many fines imposed before the Italians of New York became convinced that it was time to quit the field. One of the last episodes was the arrest of five men having upon their persons the dead remains of forty-three song birds. We preserved the entire bag of dead birds and have them now as an exhibit. The condition that obtained in New York before 1899 illustrates the condition that obtains in almost every other section of the United States. For instance, in Pensacola, Fla., strings of

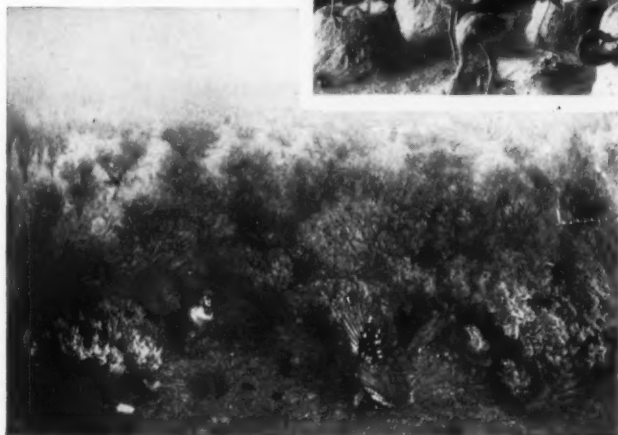


LABRADOR DUCK ALREADY EXTINCT.

"TEN YEARS from now America will be an absolutely birdless land, unless some action is immediately taken to stop the present destruction of song and game birds," said William T. Hornaday, president of the New York Zoological Park and author of "The American Natural History." "I do not like to think



FLAMINGOS, Already extinct in the United States.



SAGE GROUSE, THE EARLY EXTINCTION OF WHICH IS THREATENED.



PRAIRIE SHARP-TAILED GROUSE NOW ALMOST EXTINCT.

that our grandchildren will be obliged to visit a public aviary if they would study bird life, as they are now obliged to visit the zoo if they would see America's representative animal, the buffalo; but I am convinced that this will be necessary unless the people of America arouse themselves to immediate and vigorous protest. The subject of bird protection is far more serious than the public at large appreciates. Because some of us see a few robins and larks in our own city suburbs or in the country, we are slow to understand that these cheerful little feathered creatures are being slaughtered for food in many other city suburbs and country places.

"It is only a few years since we in New York succeeded in protecting our immediate vicinity from song-bird-eating foreigners. As an example of what is going on in the country, I will tell you of a certain local disturbance that points a moral. For twenty years the Italians of New York derived great joy from shooting song birds for food in the woods of upper New York City. I never heard of a city policeman making an arrest for hunting in the city unless dragged into it unwillingly by some special game warden or other private citizen. When the Zoological Park came into existence, in 1899, the Zoological Society decided that for at least two miles around that park the slaughter of song birds for food should



GREAT AUK, One of the most famous of extinct birds.



PASSENGER PIGEON, Of which the only specimens are now to be found in the public zoos.



EGRET. These beautiful birds are rapidly disappearing because of their plumage, which commands a large price from the wholesale milliners.



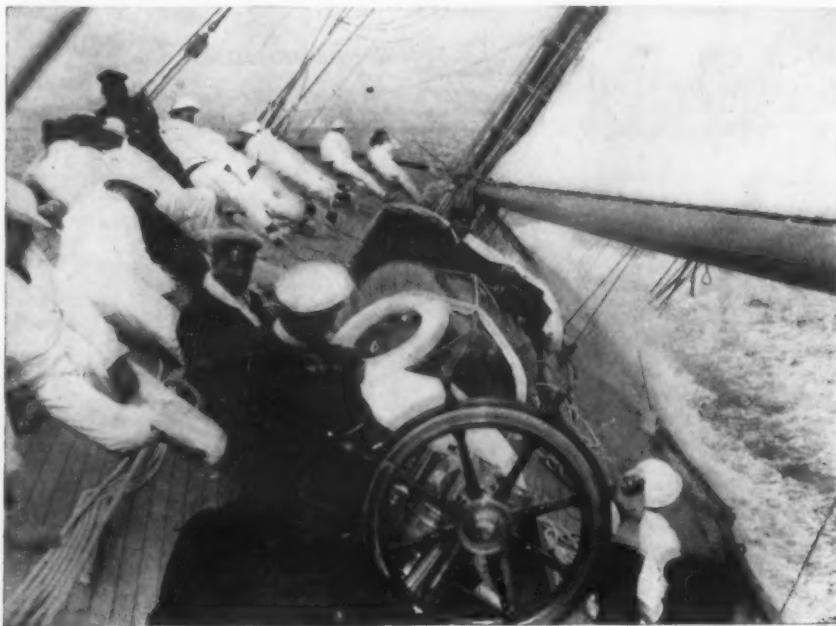
WHOOING CRANE, Of which only an occasional specimen can be found.

eaten or spoiled for the market is paid for many times over by the birds, who devour the fruit-killing insects that infest the country. If the time ever comes when there are no birds left, the farmer will find his profits reduced very materially for the purchase of the insect powder, the use of which must be liberal indeed to do the work that birds are now doing for nothing.

"Perhaps there are sanguine people who feel disposed to call me an alarmist. If so, I am willing that they would do so, for that is precisely what I am trying to be. I am trying to do my part in sounding a general alarm and in sending C. Q. D. messages to about eighty millions of apathetic and easy-going people before it is entirely too late. The time to send in a fire alarm is before your house is entirely consumed, and not after. For forty years we have been smarting under the national disgrace of the wicked slaughter of American bison. If something is not done, and done quickly, we will be smarting under the disgrace of having looked calmly on while our American birds are being slaughtered and gradually annihilated.

"But what can we do?" is a question asked by those who have not delved deeply into the subject. "Prohibit the sale of game," is the answer. But

(Continued on page 659.)



THIS IS TOO EXPENSIVE FOR ORDINARY MORTALS



THE FIRST NATURE LESSON.



CAMPING WITH AN AUTOMOBILE



THE LAST ONE IN'S A . . . !



CASTING FOR THE SURF'S PRIZES.



SKIPPING ALONG AT THIRTY MILES AN HOUR.



A SPLASH PARTY.



A COTTAGE CAMP IN THE WILDERNESS.



FARM VACATION DAYS.

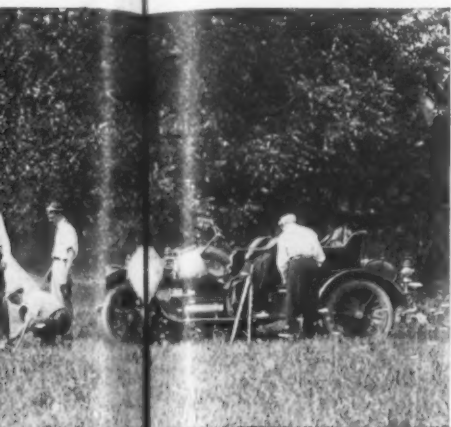


JUST FISHING.



RUNNING E

The Joys of the Summer



ING WITH AN AUTOMOBILE. SPOONER & WELLS



A ROADSIDE ADVENTURE. R. R. SALLCWE



SMALL RIVERS MAKE SAFE BOATING. BROWN BROS.



A SPLASH PARTY. BROWN BROS.



EXPLORING THE COUNTRY LANES. SPOONER & WELLS



A DASH THROUGH THE SHALLOWS. COPYRIGHT BY BROWN BROS.



LANDING A SPECKLED BEAUTY. CARLTON S. FOGG



BROWN BROS.



RUNNING BEFORE A STIFF BREEZE. BROWN BROS.



TAKING THE BREAKERS. BROWN BROS.



SOLID COMFORT. BROWN BROS.

Summer Vacationists

A Woman's Journal of a Sailing Cruise

How One Family Spent a Delightful Vacation along the Maine Coast

By ELLEN KING

HAVING camped out for several summers with our children, we decided last year to try a new departure and take a sailing trip. We started for our well-beloved Maine coast from New York one intensely hot and muggy day in mid-August, with the assured feeling of a good time ahead of us that we always have when about to go to that happy pleasure-ground of ours. With what a sense of relief we felt the big boat glide out into the river and how we drank in the cool salt breeze coming up through the bay!

After arriving at Portland, we spent a comfortable night at one of the only two hotels and were in fine trim for an early start the next morning. The captain was waiting for us at the dock with the *Spendrift*, a tidy little sloop, with a small auxiliary engine, which we had good cause to bless before the trip was over. Our captain was a typical Down Easterner, weather-beaten, taciturn, with a keen blue eye and slow drawl.

We were "rusticators" to him and he was very wary at first, until he learned of our many and long sojournings in Maine. He was specially nice to the boys, letting them do all he could to help him about the boat when he saw how eager they were to take an active part. He never failed to be surprised at their desire and ability to swim, never having been in the salt water himself. Few of the natives have acquired this useful art and have a horror of the very cold water.

My journal records the first day as follows: We had our luggage stowed away in the cabin and had put up sail and started on our journey at nine-thirty o'clock this morning. Pretty good for the first day. I am so glad we kept to our original plan of one suit-case per capita and a gunny bag for odds and ends. The blankets we had sent by freight in the captain's care and we were again to bless our forethought for sewing them into bags. A fair wind favored us and we were soon threading our way between the islands, out past Bailey's and Orr's islands to the open sea, then hugging the shore and keeping a steady, eastward course. Soon the well-remembered, dark-pointed firs, so characteristic of the coast, the great, gray rocks and clumps of orange-colored seaweed appeared, the woods reaching down close to the shore, and on the upward slopes the lovely, low, white farmhouses and the cheerful farms of the thrifty natives. Our lunch of pilot bread and cheese was loudly called for long before the appointed time, so keenly does the delicious air sharpen our appetites.

All cares have rolled away and we shall presently bestow ourselves on deck, prostrate and filled with a deep content. Lar is feeling the motion of the boat, but the rest of us are all right. Our little craft takes the waves beautifully, dipping now and then as if curtsying to the charming landscape. The course, according to A.'s map, now leads around Smail Point, across the mouth of the Kennebec River and Sheepscot Bay into Booth Bay, picking our way up the channel. Toward sunset we pass Burnt Island Light and put in at Mouse Island, an adorable little nubbin of land, the harbor gay with motor boats, canoes and sailboats—a scene of ceaseless activity. We could scarcely drag the boys away and up through the dense gloom of a glorious grove of cathedral pines, almost melancholy in a sudden, mysterious eclipse of all the light and bustle we had



READY FOR THE DAY'S CRUISE.

There are hundreds of little explored nooks along the Maine coast.

left at the wharf. The thick, soft carpet beneath our feet exhales a delicious perfume. It is going to be a cold night. At the top of the island we spent the night at a comfortable little hotel, good, plain food and clean beds. Lots of jolly young people staying here. Too sleepy to do more than look once at the lovely moon.

Thursday: A heavenly day, very calm and still. The boys and their father off for a swim before breakfast, while B. and I "stock up" for the day's cruise—some fresh bread and butter and bottle of milk from the hotel, and a wonderful mess of clams, dug at dawn by a bare-legged islander, who



RUNNING PAST SEVEN HUNDRED ACRE ISLAND.

With the aid of a sailing chart we were able to identify the landmarks.

sold them to us for twenty-five cents. These were destined to be made into a chowder by the captain. No breeze, but have we not our famous auxiliary? We chugged out of harbor, quite unwilling to leave our pretty island. Our course was about northeast, past Pemaquid Point, across Mus Cosyus Bay, in among many small islands and around many points we were too lazy to look up on the chart. Lar quite restored to his usual bright self, but on a strict diet.

We have just passed Monhegan in the distance. It has "breezed up," as it usually does in the afternoon, and the captain could not land us there



IF BROADWAY COULD ONLY TASTE THOSE LOBSTERS!

Shore dinners vary the interest of the cruise.

on account of rough water. We headed for a little hotel at Owl's Head. Reached there about six-thirty, to find the hotel closed! Our supper restored our drooping spirits. Fried scallops, eaten sizzling hot out of the pan, and hot cocoa and doughnuts are not to be excelled. How the captain ever manages so well with his tiny stove, I cannot tell. We had to go all the way to Rockland and by the time we reached there the boys were sound asleep. It was so cold we had to pile all the blanket bags over them to keep them warm. The night at Rockland was not pleasant. The hotel was crowded and we had to go to an annex and sleep under the roof. B. and I shared one room, while A. returned to the boat to sleep with the boys and the captain. We women find dry land suits us when night comes.

Friday: Rockland to Camden, a charming little town where there was quite a celebration—the dedication of a monument to Conway, one of our sailors, who was born in Camden and was stationed at Annapolis at the time the Civil War broke out. His officers, being Southerners, ordered him to lower the Union flag, and on his refusal he was shot. Several warships in Penobscot Bay and a swarm of yachts landed at Camden to take part in the celebration. The boys greatly interested and delighted, and we spent several hours in seeing the parade. We sailed across the bay at noon to the C.'s. Here we stayed for the night, stretched our legs after dinner by a good tramp around the picturesque island, came home laden with blueberries at sundown, and, building a huge bonfire, picnicked on the beach. The C.'s live in a very primitive way—camp beds in comfortable tents and the plainest of fare. We did enjoy them so much and the cozy talk around the open fire in the cute cottage library when the children were all sound asleep.

Early Saturday morning we started, with a fine breeze, past Mark Island and into Fox Island and Thoroughfare, passing many lovely places, to North Haven. North Haven and Vinal Haven face each other across the Narron Thoroughfare and are very picturesque. J. and her friend, Miss H., were looking out for us and we had a hearty welcome from both. A picnic and lobster feast were planned for next day. Their cottage was full to overflowing, so they found shelter for B. and me in a tiny house belonging to the wife of one of the native fishermen. The boys and A. remained on the boat, but we slept the sleep of peace on a "string bed." This consisted of a framework of wood on rollers, across which was stretched fine rope, which crossed and was laced in and out of holes in the wooden frame. On this was placed a feather bed and on top of that a mattress. Words cannot express how comfy it was!

Sunday: This morning the little old lady gave us an excellent breakfast. She evidently considers us eccentric to the verge of madness to cruise for a whole week. Her doughnuts were as sweet as her smile and we begged for some to add to our luncheon. I had smelt them during the night, and B. and I had discovered a barrel half full in the closet of our room and had devoured several. By ten o'clock we joined J. and her party, took them aboard and were soon on our way to Seal Cone, where we spent a delightful three hours and cooked our lobsters in seaweed among hot stones, eating them with hot melted butter and lemon juice. We shall stay till to-morrow.

Monday: Off early to-day—a

(Continued on page 658.)

mise

h water. We
le hotel at
ached there
to find the
r supper re-
ping spirits.
aten sizzling
pan, and hot
uts are not to
w the captain
well with his
not tell. We
way to Rock-
ne we reached
were sound
o cold we had
ket bags over
a warm. The
and was not
hotel was
ad to go to an
nder the roof.
e room, while
the boat to
boys and the
men find dry
a night comes.
and to Cam-
ere was quite
monument to
born in Cam-
t the time the
ing Southern-
n flag, and on
warships in
hts landed at
on. The boys
we spent sev-
sailed across
we stayed for
ner by a good
e picturesque
ne laden with
undown, and,
bonfire, pic-
ch. The C.'s
imitive way—
portable tents
of fare. We
much and the
the open fire
e library when
re all sound

y morning we
e breeze, past
into Fox Isl-
are, passing
ces, to North
aven and Vinal
n other across
roughfare and
riend, Miss H.,
a hearty wel-
ter feast were
ge was full to
for B. and me
e of one of the
f. remained on
f peace on a
framework of
stretched fine
in and out of
s was placed a
ttress. Words
how comfy it

s morning the
ve us an excel-
She evidently
centric to the
s to cruise for
Her doughnuts
her smile and
ome to add to
had smelt them
and B. and I
a barrel half
t of our room
d several. By
ined J. and her
m aboard and
ur way to Seal
spent a delight-
and cooked our
eed among hot
them with hot
d lemon juice.
l to-morrow.
early to-day—a
n page 658.)

Free Guide Books

Write today. They tell you where to go to find just the kind of a good time you want. They describe the pleasures and pastimes of

New England Vacations

They give the location and altitude of every mountain, lake and seashore resort with detailed lists of 2,000 hotels and boarding houses, including rates and accommodations.

This Helpful Information FREE if you write at once for one of these books.

Manual of Summer Resorts
N. Y., N. H. & Hartford R. R. Territory

New England Vacation Resorts
Boston & Maine R. R. Territory

Vacation Board and Summer Tourist Maine
Maine Central R. R. Territory

ADVERTISING BUREAU
Room 967, No. Station, Boston, Mass.
The New England Lines

MULLINS Steel Motor Boats

Tho' superior to ordinary boats, can be had very reasonably. They're puncture-proof—built of steel plates. Can't sink, leak, warp, waterlog, crack, split, dry out, open at seams or be gnawed by worms. Simple, powerful motors—won't stall—start like auto—ONE MAN CONTROL—Silent Under Water Exhaust.

12 models, 16 to 26 ft., 3 to 30 H.P.

Handsome Boat Book—FREE

Handsome, most interesting boat book ever printed. Illustrated in colors. Details of famous Mullins line. Amazingly low prices NOW—investigate. Send for free book to-day. Read it. Very interesting.

Complete Line of Row Boats and Duck Boats—\$22 to \$39

THE W. H. MULLINS CO.
117 Franklin Street Salem, Ohio

TENT CATALOG Free!

If you expect to go camping do not fail to get this valuable book, and get it now.

A Camp Guide given away!

The most complete catalog of Tents and Camp Supplies ever issued. Enables you to buy direct from the largest manufacturer in the country. Protects you against frauds. Everything we make is the best. Our prices are absolutely the lowest. This catalog contains a valuable collection of hints on camping, fishing, hunting, etc., an authority on buying and a mine of information—and we send this catalog and camp guide free. Stop reading now and write for catalog.

H. Channon Co., 32 Market St., Dept. 407X, Chicago

The Jewel Oil Gas Stove

FOR HOUSE, YACHT, AUTO OR CAMP USE

Jewel Kerosene Oil Gas Stove, generates its own gas from ordinary kerosene, giving a quick, hot, odorless gas fire at kerosene cost. No other small stove is its equal for house, yacht, picnic or camp use. The polished brass reservoir holds 3 pints and burns with full flame for 5 hours. Cannot explode. Guaranteed satisfactory. Price \$4.00. Ask your dealer.

Globe Gas Light Co., 271 Union Street, BOSTON, MASS.

USE THIS PORTABLE \$18 Typewriter 10 days FREE

Learn at our risk how thoroughly practical and indispensable this mid-get typewriter is. Think of it—A standard keyboard typewriter of 84 characters, carried in a case 8x5x11 in., and weighing but 4½ lbs! \$18.00 into your grip or your pocket like a book. Own a Bennett and be always ready to turn out neat, business-like letters, or error-proof orders, on train or in hotel, business place or home. It will save its cost in a few weeks. Price is only \$18 because it's amazingly simple. Guaranteed. Write for catalog, and 10 days free trial offer. Representatives wanted.

E. F. Bennett Typewriter Co., 366 Broadway, New York City

Best grade cedar canoe for \$20

We sell direct, saving you \$20.00 on a canoe. All canoes cedar and copper fastened. We make all sizes and styles, also power canoes. Write for free catalog giving prices with retailer's profit cut out. We are the largest manufacturers of canoes in the world.

DETROIT BOAT CO., 182 Bellevue Ave., Detroit, Mich.

Motor-boating — A Poor Man's Luxury.

(Continued from page 645.)

horse-power. Speed is not desired and should be sacrificed to comfort and room in the cruiser. Eight miles an hour is fast enough to get you anywhere. At the recent motor-boat show in New York, several cruisers were exhibited which made from twelve to twenty miles an hour. The faster boats were very much more expensive. The cruiser should be wide and put together with careful workmanship. She must be safe and steady in a heavy sea. The fun in cruising is in going as you please and not in eating up the miles.

The racing motor boat is a development of the last five years. We now hear of boats that are expected to make fifty miles an hour. The average run-about which can make twenty-two miles an hour can be purchased for \$2,000 up. When you demand over thirty miles, your cost jumps up to \$10,000. These boats are little more than shells fitted with tremendous engines. They have little or no accommodation for passengers.

Not a few motor boatists build their own boats. Plans may be purchased or the complete boat can be supplied in knockdown condition. Office workers who find some kind of physical exercise necessary will do well to turn to the merits of amateur boat building. The plans furnished by several well-known companies are fool-proof and the knock-down frames are fitted together with great ease. The cost in building your own boat is cut in half.

My Adventures in the Dismal Swamp.

(Continued from page 644.)

to the nearest street car. "Just wait until you see the wild part!"

This I did a few days later when I went to Suffolk—a typical Virginia town on the very edge of the swamp. Here, in the residential section, the trees form a natural arch over the street, and the Virginia creeper and rose bushes seem to vie with each other in climbing over the houses. The town is fairly overrun with railroads, peanut factories and pretty girls. I soon found young Harry Spencer, who a few weeks ago conceived the idea of running his little motor boat down the old Jericho Canal, which begins at the Norfolk and Western water tank, about a mile from Suffolk. Several times the little craft had tried the canal, with more or less success, but I was his first real passenger. This ditch—for that is what it really is—runs for twelve miles and ends at Lake Drummond, in the swamp. It ranges from five to ten feet in width. It has not been cleaned for years and in midsummer often goes dry. Many years ago it was used as a waterway to float out logs, but was abandoned half a century ago. There was a hurried consultation between the owner and a couple of his friends, and it was decided that Joe Brown, an expert machinist, should run the boat. Then R. B. Lloyd, a Washington and Lee University man, was called upon to do the steering, while Spencer was to be the general utility man of the trip. Some food was procured at the nearest grocery and ten gallons of gasoline were put aboard the *Lady of the Lake*, as she lay near the bridge, tied to a pipe which led to the railroad water tank.

"Good luck to you!" called out the switchman, as he shoved the little eighteen-foot craft into the stream. The engine began its chug-chug and we went into the wilds of the great Dismal Swamp. I was so excited that I sat on part of the lunch and did not realize it until I went to fix my coat for a cushion and found that I had ruined some soft cakes. The sun peeped through the trees, whose bending branches were reflected in the dark waters of the narrow stream, making a picture of wondrous beauty. As we pushed on, the ditch began to narrow and underbrush on the shores became thicker. A snake swam quickly across our bow, then a frog hopped to the bank and was lost in the bushes, and soon a turtle which was sunning itself on a mossy log, frightened by the noise of our engine, unceremoniously tumbled off into the water; minnows darted here and there, and "snake doctors" and flies buzzed about our heads. At every revolution of the engine the scenery became wilder and the

(Continued on page 653.)

NO-RIM-CUT TIRES—10% OVERSIZE

WE SELL 2,200 PER DAY

Please think what that means. Enough of these tires are now sold every day to completely equip 550 automobiles.

Our mammoth plants, with three shifts of men, are run 24 hours per day. Yet we are, at this writing, weeks behind our orders.

About **650,000** No-Rim-Cut tires have already gone into use. Inside of two years the demand for them has multiplied six times over. The sale this year, beyond any doubt, will reach **\$12,000,000**.

This patented tire, with amazing rapidity, has changed the whole tire situation. It has altered all old-time opinions. The most popular tire in America today is the Goodyear No-Rim-Cut tire.

Again we suggest—if you are a tire buyer—that you learn why these tires cut one's upkeep in two.

Their History

Up to two years ago, about nineteen tires in each twenty sold were the old-style clincher type—the tires which hook to the rim. This type was a relic of bicycle days, but motor car tire makers found no way to improve it.

Even when quick-detachable tires came into vogue they were largely made in this clincher type. And rim-cutting remained one of the worries of motoring.

Then our patented tire—the No-Rim-Cut tire—began to be chosen by experts. This tire at that time had been out but four years. Some 200,000 had been put into use.

But No-Rim-Cut tires then cost one-fifth more than standard clincher tires. That 20 per cent. difference made men slow to adopt them.

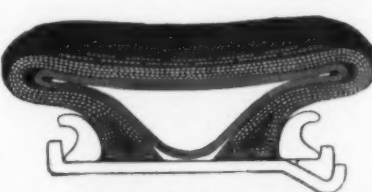
Still, at the start of the season of 1910, forty-four leading motor car makers made contracts for Goodyear tires. Last year our tire sales suddenly mounted to \$8,500,000. They trebled in a single year.

The increasing demand cut the cost of production. A few months ago. No-Rim-Cut tires began to be sold at standard clincher prices.

Then sixty-four leading motor car makers made contracts for Goodyear No-Rim-Cut tires on their 1911 models. We built enormous factory additions.

Soon users woke up, and the swelling demand grew to an avalanche. Our present output is twice that of last year—six times that of two years ago. Yet we cannot keep up with our orders.

The new ruler of tiredom—the dominant tire of the world today—is the Goodyear No-Rim-Cut tire.



Goodyear No-Rim-Cut Tire

The No-Rim-Cut tire fits any standard rim. When you change from clinchers simply reverse the removable rim flanges. It is done in ten seconds.

The rim flanges then are set to curve outward, as shown in the picture. The tire when deflated comes against a rounded edge, and rim-cutting is made impossible.

We have run these tires flat in a hundred tests—as far as twenty miles. In all the 650,000 sold there has never been an instance of rim-cutting.

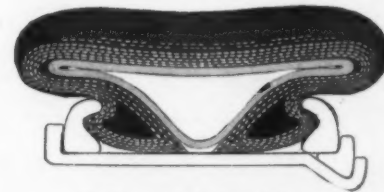
With the clincher tire—the ordinary tire—the rim flanges are set to curve inward. See the picture. These thin flange edges dig into the tire when deflated. Thus a punctured tire is often wrecked in a moment—ruined beyond repair.

No Hooks—No Bolts

No-Rim-Cut tires have no hooks on the base. They do not, like clinchers, need to be hooked to the rim. Not even tire bolts are needed.

The reason lies in the flat tapes of 126 braided wires which are vulcanized into our tire base. These wires make the tire base unstretchable. The tire can't come off without removing the flange because it cannot be stretched one iota.

This braided-wire feature is controlled by our patents. Others have tried twisted wires—others a single wire. But these flat



Ordinary Clincher Tire

tapes of braided wires which need no welding—which never can break or loosen—form the only safe way yet discovered for getting rid of the hooked-base tire. That is the reason why other makers advise you to cling to the clincher tire.

10% Oversize

When the rim flanges curve outward the sides of the tire get an extra flare. This enables us to make the tires 10 per cent. oversize without any misfit on the rim. We give you this oversize without extra charge, to avoid the blowouts caused by overloading.

This oversize means 10 per cent. more air—10 per cent. greater carrying capacity. And that adds, under average conditions, 25 per cent. to the tire mileage.

This oversize takes care of the extras—the top, glass front, gas tank, etc. Without this oversize, nine tires in ten are given too great a load.

These two features together—No-Rim-Cut and oversize—with the average car will cut tire bills in two. Yet these patented tires now cost no more than other standard tires. This means a clear saving of millions of dollars to owners of motor cars.

Men who know these facts won't pay the same price for tires that rim-cut—tires just rated size.

GOODYEAR
No-Rim-Cut Tires
With or Without Non-Skid Treads

Our Tire Book is full of facts which motorists should know. Ask us to mail it to you.

THE GOODYEAR TIRE & RUBBER COMPANY, Lambert St., Akron, Ohio

Branches and Agencies in 103 of the Principal Cities. We Make All Sorts of Rubber Tires
Canadian Factory: Bowmanville, Ont. Main Canadian Office: Toronto, Ont.

(336)

In answering advertisements please mention "Leslie's Weekly."



The Howard Watch

Everyone concedes that the Railroad man must have an accurate watch.

His business requires it.

But how about the man in any other calling?

Why should he be content with less than the best in a time-piece?

Is not a cheap and unreliable watch an evidence of slackness in character and habit—a confession as to the slight value he places on his own time?

Not every jeweler can sell you a HOWARD Watch. Find the HOWARD jeweler in your town and talk to him. He is a good man to know. Drop us a postal card, Dept. U, and we will send you "The Story of Edward Howard and the First American Watch"—an inspiring chapter of history that every man and boy should read.

E. HOWARD WATCH WORKS, Boston, Mass.

There is a big change taking place in this country on the watch question.

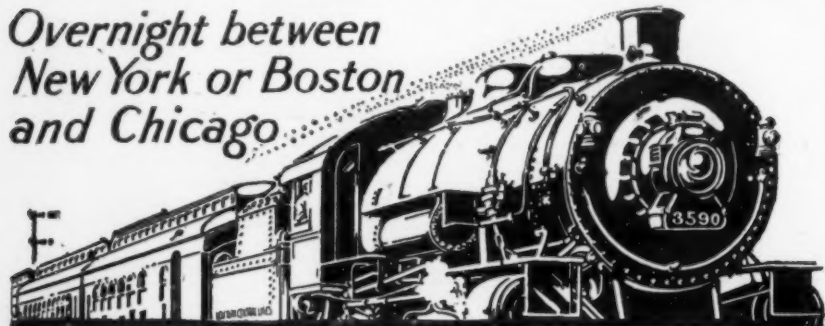
Respect for a fine watch mechanism increases with culture and civilization.

There are not so many men who think it smart to carry a poor watch and bang it around.

More men every day are willing to put money in a fine watch even if it is carried in the pocket where it cannot always be seen.

A HOWARD Watch is always worth what you pay for it. The price of each watch—from the 17-jewel (double roller) in a Boss or Crescent gold-filled case at \$40 to the 23-jewel in a 14-k solid gold case at \$150—is fixed at the factory and a printed ticket attached.

Overnight between New York or Boston and Chicago



Use the day for business, the night for travel. Follow the "Water Level Route," get a good night's sleep, and arrive fit for business.

20th Century Limited

Lv. New York 4.00 p.m.	Lv. Chicago 2.30 p.m.
Lv. Boston 1.30 p.m.	Ar. Boston 11.50 a.m.
Ar. Chicago 8.55 a.m.	Ar. New York 9.25 a.m.

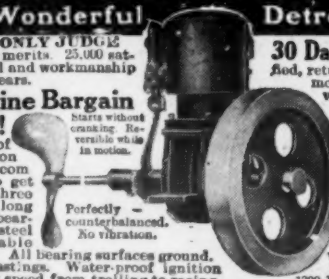


5 Years' Absolute Guaranty On this Wonderful Detroit Marine Engine

YOU ARE THE ONLY JUDGE of the engine and its merits. 25,000 satisfied users. Material and workmanship guaranteed for five years.

Greatest Engine Bargain Ever Offered!

Fewest moving parts of any practical engine on the market. Nothing complicated or liable to get out of order. Only three moving parts. Extra long plastic white bronze bearings. Vanadium steel crankshaft. Adjustable steel connecting rod. All bearing surfaces ground. French gray iron castings. Water-proof ignition system. Runs at any speed from trolling to racing.



30 Days' Trial Try the engine for 30 days. And, return it and we will promptly refund all money paid us. Demonstrator Agents wanted in every boating community. Special wholesale price on first outfit sold. Single cylinder, 2.5 h. p. Double cylinder, 5.20 h. p. 4-cylinder, 20.50 h. p. Thoroughly tested before shipment. Comes to you complete with boat fittings and ready to run. Write for free catalog, testimonials and details of the greatest protective guaranty ever offered. Suitable for any boat from canoe to cruiser. Also railroad track car. All sizes in stock. Write today for our wonderful demonstrator offer. DETROIT ENGINE WORKS 1329 Jefferson Ave. Detroit, Mich.

In answering advertisements please mention "Leslie's Weekly."

People Talked About

UNUSUAL honor has just been paid to one of the most competent and promising young men in the railroad world. On May 1st O. L. Dickeson was appointed vice-president of the



PHOTO GIBSON, STOKES & FOWLER
O. L. DICKESON

A farmer boy who is now the youngest railway vice-president in America.

White Pass and Yukon Railroad, the only line reaching the interior Yukon River territory of Alaska. This railroad in the wilds of a snowbound country operates the year round, carrying observation cars during the tourist season, operating passenger boats on the Yukon and during winter months maintaining a service by sleighs from the end of the rails to Dawson. Mr. Dickeson is only thirty-three years old. He began life as a farmer boy at Ottumwa, Ia., went to Chicago at the age of fifteen, accepted a clerkship and entered the service of the Burlington Railroad as a stenographer in 1899. Promotion was rapid and in 1905 he was appointed superintendent of freight and passenger transportation of the Burlington lines west of the Missouri River, with headquarters at Omaha.

townsmen whom he has trusted. Though he might own many luxuries, he is plain even to the exaggerated limit of wearing old clothes with frayed cuffs; and he takes his recreation not in European travel or in touring with a motor car—his favorite sport is pitching horseshoes.

WHAT is said to be the only Children's Church in America has been organized at Worcester, Mass., by the Rev. C. F. Hill Crathern. The church is conducted along exactly the same lines as for adults. To be active members, the children are required, besides subscribing for a simple creed, to know the Ten Commandments, the Twenty-third Psalm, the Beatitudes, the Apostles' Creed and the meaning of the Sacrament. Mr. Crathern is enthusiastic over the possibilities of his new departure.

CONFEDERATE flags are numerous in the House Office Building, but a pennant in the room of Manuel Luis Quezon, resident commissioner of the Philippine Islands, is somewhat novel. It is the emblem of the Philippine republic which Admiral Dewey saluted when he went into Manila Bay, but is not allowed to be shown in the islands now. Since 1907, by decree of the Philippine commission, it has been a penitentiary offense for any one to be found with such a flag in his possession there or even a photograph of it. The emblem owned by Mr.



"UNCLE JOHN" MOWDER.
Kansas capitalist-philosopher who leads his neighbors money to build homes.

His industry and fidelity attracted the attention of Daniel Willard, now president of the Baltimore and Ohio and then operating vice-president of the Burlington, who took him to Chicago, where he became inspector of transportation. During the past two years he has acted as the official spokesman for all the Western railroads in handling their famous Northwest switchmen's strike. He was prominent in other labor negotiations with the Brotherhood of Locomotive Firemen, Railway Trainmen, Locomotive Engineers, Telegraphers, Boilermakers, etc., all of which terminated amicably in arbitration of the difficulties on a satisfactory basis to both sides. This helped to establish the principles of arbitration with all railroad labor organizations in the United States to such an extent that severe strikes are perhaps a thing of the past—arbitration taking its place. He was selected by the railway presidents to act for them in handling various matters of mutual interest to all railroads in conducting the recent freight rate case before the Interstate Commerce Commission.

Quezon drapes a picture of Jose Rizal, who was murdered by the Spaniards in 1896. Señor Rizal, the George Washington of the Philippines, was killed because he advocated that Spaniards permit Filipinos to sit in the Spanish Congress in Madrid. Mr. Quezon enjoys all the rights accorded to the delegates in the House. His principal mission is to urge that his countrymen be given real freedom. He is but thirty-three years old and a very remarkable young



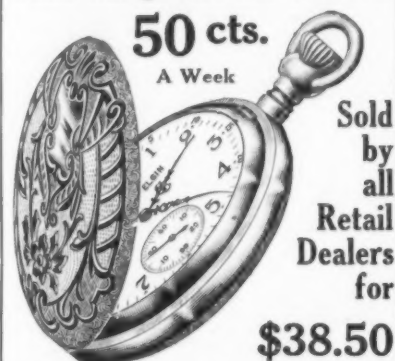
HARRIS & EWING
MANUEL LUIS QUEZON
Resident Commissioner of the Philippine Islands, who advocates absolute independence for his people.

man. Mr. Quezon fought with Aguinaldo in 1898 to 1901. He was graduated from Santos Tomas, in Manila, run by the Dominican Fathers, a university which antedates old Heidelberg, of Germany, by one hundred years. He advocates absolute independence for the people of the Philippine Islands.

10 Days' Free Trial

Send us your name and address, we will send to you at our expense, on approval

This Magnificent Watch



50 cts.

A Week

Sold by all Retail Dealers for

\$38.50

Hunting Case Model

If perfectly satisfied after 10 days' free trial, we give you the wholesale factory price

\$24.50

To be paid on the very easy terms of

50c A WEEK or \$2.00 A MONTH

Remember, we take the risk, not you. A high-class Elgin, Illinois, 15-jeweled movement, in a heavy gold-filled case, guaranteed for 20 years. Stem wind and stem set, fancy gold hands.

We Sell Everywhere in the U. S.

Sterling Manufacturing Co.

Department 35

New York Philadelphia Chicago
Drawer 180 HOME OFFICE Drawer 765



"RANGER" BICYCLES

Have imported roller chains, sprockets and pedals; New Departure Coaster-Brakes and Hubs; Puncture Proof Tires; highest grade equipment and many advanced features possessed by no other wheels. Guaranteed 5 yrs.

FACTORY PRICES are less than others ask for cheap wheels. Other reliable models from \$12 up. A few good second-hand machines \$3 to \$5.

10 DAYS' FREE TRIAL on approval, freight prepaid, anywhere in U. S., without a cent in advance. DO NOT BUY a bicycle or a pair of tires from anyone at any price until you get our big new catalog and special prices and a marvelous new offer.

A postal list of everything. Write it now.

TIRES—Coaster Brakes, Rear Wheels, lamps, parts, and sundries half usual prices.

Rider Agents everywhere are coin-ing money selling our bicycles, tires and sundries. Write today.
MEAD CYCLE CO., Dept. W 174 CHICAGO

This Superb WING PIANO



SHIPPED GENUINE FREE!

piano, fascinating in its rich, mellow tone, magnificent in design and appearance, shipped to you directly from our factory absolutely free. We will prepay all shipping charges and give you a four weeks' trial right in your own home actually without a cent of cost to you.

After the free trial you may either return the piano to us or keep it and take advantage of our factory price—far below retail prices charged at music stores, and besides easy payments if you wish.

Finest Piano Book Ever Published FREE

If you write at once we will send you free a copy of the "Book of Complete Information About Pianos."

Tells you all about pianos, how they are made and how to judge them for yourself. Besides, it tells you full details of our amazing offer on the Wing. No obligations. Write now.

WING & SON, Wing Bldg., 9th Ave. & 13th St., (Est. 1868) Dept. 407-S New York, N. Y.

THE SENTIMENT OF THE HARVEST



BLATZ
Private Stock
MILWAUKEE
THE FINEST
BEER EVER BREWED

FOOD VALUE,
time-honored quality,
delicacy of flavor and
character predominate

INSIST ON

Always The Same Good Old **Blatz**

Correspondence invited direct.

VAL BLATZ BREWING CO. MILWAUKEE, WIS.

My Adventures in the Dismal Swamp.

(Continued from page 651.)

swamp more dense. Now and then some big bird, startled by our approach, flew into the higher trees and gazed down at us with an injured air, as if to tell us that we were intruders in his domain. After perhaps an hour's run we came to what is known as "The Stopping Beech," a huge tree which leans out over the water. Tradition has it that years ago a runaway slave was captured near this point and hanged on the tree.

We were now in the very heart of the wilderness and snakes became more plentiful—in fact, they became such a common sight that we ceased to call each other when we saw them. They were of the species known as water moccasins and would stick their heads out of the water for a few minutes and then dart to cover. One sassy old reptile, who seemed bent on adventure, actually swam past our boat less than a foot from its sides. One of the men fired his revolver in the air, which caused his snakeship to dart to shelter. "Foolish snake!" said our engineer. "That boy couldn't hit a barn door, let alone a snake!" When we came to the tall reeds the canal narrowed less than five feet and the *Lady of the Lake* could scarcely push through. Flies and bugs, disturbed by the swish of the water, swarmed about us. I stood up in the front of the boat and made a photograph, and as soon as I sat down the boat swerved and ran up into the reeds, her bow sticking up like the head of a bucking bronco. "Are you going to make an overland trip?" I cried, as I tried to regain my seat.

"No," came a voice. "You sat on the steering gear." The university man pushed us off the shore with the long pole which we carried for such emergencies as running aground. At another point we bowled over a sunken log and hung on it for a few minutes, and here the pole came into use again. Near this point we found two boys who were trying to paddle to the lake. We stopped and took them aboard, tying their boat to our stern. For a few minutes the engine balked, then somebody poured a bottle of oil into the machinery and we went merrily on, passing through places so filled with moss that it twisted about our bow and threatened to swamp us. Somebody called out, "Low bridge!" and we had to sit on the bottom of the boat and bend our heads.

For at least a mile we ran through an arch formed by wild blackberries and grape vines—they had completely covered the ditch not more than two and a half feet above the water. We were scratched by the sharp briars and had to protect our heads by getting down as low as possible in the boat. The whole place was like a crystal maze. The snakes here seemed uncomfortably close as they darted about. Fortunately they were not of the variety which go on the bushes to sun themselves. This latter species are inhabitants of the swamp, and the day after our return several of the residents of Suffolk told me of how when these snakes were on the bushes they frequently fell into the paddle boats as they went through this section of the canal.

A little farther on we came more into the open and the big trees leaned out into the canal. There was a little current. "We will soon see the lake!" cried one of the boys. "It isn't more than a mile now!" The wind stirred the trees and the cool air blew over our sunburned faces. Everything was green and the odor of wild flowers was in the air. Then we came to a curve in the canal and beautiful Lake Drummond spread out before us. We stepped out of the boat onto the marshy shore. We had come twelve miles through a wilderness as virgin as it was when Columbus landed. Miles and miles of this land have never been trodden by a human being. The swamp abounds in game, such as deer, bears, wildcats, coon, rabbits, squirrels and many varieties of birds. Sometimes a party of hunters camp on the shores of this wonderful lake of the swamp, and last year a deer weighing two hundred pounds was captured alive as it was swimming across the water.

Close to our landing, the old George Washington Ditch runs into the lake. This ditch was commenced during the lifetime of Washington. A few years ago it was cleaned in order that paddle boats could get through. It is only five

(Continued on page 656.)

In answering advertisements, please mention "Leslie's Weekly."



The Wearer of B. V. D. Is Cool and Looks Cool.

SUMMER heat doesn't plague him. He keeps a cool body and a "cool head" from rising for the day to retiring for the night. You can gain this day-long coolness and comfort by wearing Loose Fitting B. V. D. Coat Cut Undershirts, Knee Length Drawers and Union Suits. They flood your body with fresh air, banishing heat and lessening perspiration. The light woven fabrics, expressly chosen for their softness to the skin, never irritate. The roomy garments, expressly cut to be loose fitting, never bind. They give muscle-ease and a delightful sense of bodily freedom. B. V. D. sizes are exact—B. V. D. quality of material and care of making are exacting.

This Red Woven Label



(Trade Mark Reg. U. S. Pat. Off. and Foreign Countries.)

is sewed on every B. V. D. Undergarment. Take no undergarment without it. Have you a copy of our booklet "Cool as a Sea Breeze"? It's free.

B. V. D. Union Suits (Pat. 4-10-07), \$1.00, \$1.50, \$2.00, \$3.00 and \$5.00 a suit.

B. V. D. Coat Cut Undershirts and Knee Length Drawers, 50c, 75c, \$1.00 and \$1.50 a garment.

The B. V. D. Company,
65 Worth St., New York.
London Selling Agency, 60, Aldermanbury, E.C.



VACATION DAYS! COLORADO

And one Vacation-day upon the way



Rock Island

WHO wouldn't anticipate summertime in Colorado, where nature gives the biggest returns in scenery and health you can exchange for time and money.

Go to Colorado by way of the Rock Island Lines and have a lesson in travel-luxury.

Take the deservedly famous

ROCKY MOUNTAIN LIMITED

—from Chicago every day in the year—

A combination of how to get there and the train to take you there will make the journey a day's vacation by itself.

Every convenience, comfort, care, luxury found in the best modern hotel or your favorite club. Then, when you step from the Rocky Mountain Limited at the foot of the Rockies just mentally classify this peerless train—that's all.

Other splendidly equipped fast trains every day from Chicago, St. Louis, Kansas City, St. Joseph, Omaha and Memphis for Colorado, Yellowstone Park and the Pacific Coast.

We have illustrated Colorado or Yellowstone Park vacation days for you. Let me send you the booklets L. M. Allen, Passenger Traffic Manager, 35 La Salle Station, Chicago, Ill.

1898-1911
John Muir & Co.
 Specialists In
Odd Lots
 We issue a booklet entitled "ODD LOTS." It outlines the advantages of trading in Odd Lots of stock, and tells how to buy and sell them.
 Send for Circular B—"ODD LOTS"
 Members New York Stock Exchange
 71 BROADWAY, - NEW YORK

FRACTIONAL LOTS
 We issue a Booklet.
 Advantages of Fractional Lot Trading
J. F. PIERSON, Jr., & CO.
 (MEMBERS N. Y. STOCK EXCHANGE)
 74 BROADWAY, N. Y. CITY
 884 Columbus Avenue. 1 East 42d Street

We Invite Your Orders
In Small Lots
 or Larger Amounts of Stocks.
 Booklet on
"Small Lot Trading"
 and Market Letter
 Sent on Request.

Renskorff, Lyon & Co.
 Members of
 New York Stock Exchange,
 New York Cotton Exchange,
 New York Produce Exchange,
 New Orleans Cotton Exchange,
 Chicago Board of Trade.
 Associate Members of
 Liverpool Cotton Association.
 43-49 Exchange Place,
 New York.

Small Investments

We give special attention to the investment of small sums in securities of reliable corporations. Carefully prepared analyses of values and other information useful to investors upon request.

Connor & Co.
 Established 1881
 31 Nassau St., New York
 Members New York Stock Exchange

6% Guaranteed

First Mortgage Timber Bonds—
Only Bonded Debt
 Of a Going Concern. First Mortgage on Property Worth Over Four Times the Amount of Issue. Recommended by Five Prominent Banks.
 Send for full descriptive booklet concerning this issue.

FARSON, SON & CO.
 NEW YORK CHICAGO
 21 Broad Street First National Bank Bldg.

WE have prepared a new edition of our pamphlet on Industrial Preferred Stocks. This little booklet has helped hundreds of Leslie's readers in the selection of safe and profitable investments.

Yielding 5½% to 7%

Your copy on request. Ask for "Edition E."

GEORGE H. BURR & CO.
 BANKERS
 41 WALL STREET NEW YORK CITY
 Boston-Chicago-Philadelphia-St. Louis-Kansas City-San Francisco

BONDS Accepted by the U.S. Government as security for
Postal Savings Bank Deposits
 are the only class we offer. Instead of the 2% the Postal Banks pay these Bonds will yield from **4½% to 4¾%**
 Write for FREE Circular.
 New First Nat'l Bank, Dept. L-1 Columbus, O.



NOTABLE GATHERING OF THE NATION'S PROMINENT MANUFACTURERS.
 The annual banquet of the National Association of Manufacturers in New York, May 17.

Jasper's Hints to Money-makers

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, at the full subscription rates, namely, five dollars per annum, or \$2.50 for six months, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their papers and to answers in this column to inquiries on financial questions having relevancy to Wall Street, and, in emergencies, to answer by mail or telegraph. Preferred subscribers must remit directly to the office of Leslie-Judge Company, in New York, and not through any subscription agency. No additional charge is made for answering questions, and all communications are treated confidentially. A two-cent postage stamp should always be inclosed, as sometimes a personal reply is necessary. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Avenue, New York.

THE PUBLIC was warned in time that the policy of demagogues in and out of Congress, with their motto, "Rule or Ruin," would inevitably put a damper on prosperity. The outcry against high prices gave these demagogues their golden opportunity. They have undermined the confidence of investors both at home and abroad to such an extent that men are being laid off and orders for railroad improvements and extensions are being reduced to the lowest limit. They have cut down the working time of mills and factories all over the country, until the question now is not whether necessities of life cost more or less, but whether the workingmen have the means of making a livelihood.

Farmers, fooled by the cry of high prices raised by the trust-busters, are now the bitterest opponents of the reciprocity agreement with Canada, because it would remove the duty on all the farmers' products. We are told that this would enrich the farmers of Canada and impoverish those in the United States. Why was this not thought of when the outcry for lower prices was heard in the last congressional campaign?

Isn't it true that every panic has been known as a period of low prices? Isn't it equally true that every season of prosperity has been a period of high prices? Isn't it better to have plenty of work with good wages than half time in mills and factories, even though necessities of all kinds sell at a sacrifice? Doesn't the situation once more offer the strongest proof that labor and capital are interdependent and that the prosperity of one inevitably affects the prosperity of the other?

That bright little publication, the *Philistine*, expresses a sentiment that has prevailed too long among the tariff reformers and free traders when it says that "an industry that needs protection 'should not exist. The price paid for 'protection comes out of the people, any way, and why the many should be robbed 'to protect the few, no one has ever explained.' This is the kind of talk that turned the tide against protection at the last election. It sounds all right, but it does not stand analysis. The whole argument for protection rests on the fact that wages are much lower abroad than here. Nobody denies this. If it were not so, the people of the Old World would not be crowding our shores. If living were cheaper here and wages higher abroad, the tide would flow the other way.

Theorists may present the plausible argument that it is unnecessary to protect American capital and American labor, but experience proves the contrary. Germany's wonderful prosperity since it adopted the protective system stands as the strongest proof of what I say. The fact that the drift in free-trade England is now toward a protective tariff has great significance. If the workingmen of this country (and this includes the farmers as well as the toilers in factories) do not awaken to the danger that confronts them through the assaults on the protective tariff being made in Washington and by muck-raking magazines and newspapers everywhere, they will have themselves to blame if they repeat the experience they had as recently as the Cleveland administration, when the workshops closed and the soup-houses opened. President Harrison never said a truer thing than when he remarked that "the cheap coat marks the cheap man."

First of all, let us preach the gospel of content. The Sunshine Movement, which a thoughtful and brainy St. Louis business man inaugurated to relieve the depression that followed the panic of 1907, was laughed at, but the movement did a great deal of good. But for it the country would have had a severer and longer setback than it had.

Let us begin anew with the Sunshine Movement. We will all be happier and better for it. We have a glorious country, the best in all the world. Every struggling, tired soul in every other country eagerly and anxiously awaits an opportunity to come to Uncle Sam's domain. This is the best answer to those who have the audacity to say that our people are not a great deal better off than those of any other country.

No other land offers such opportunities as ours presents. The son of a workingman in England, Germany, France or any other country expects to be a workingman like his father, a son of toil, as long as he lives. He expects his children to rise no higher than he has risen. In this country every workingman expects that his boy, through the benefits of our superb public-school system and the free courses offered in our universities and with an open door to the highest preferment, may aspire to the best that there is, even to the presidency itself. Why should he not do this when he stops to think that a rail splitter like Lincoln, a canal driver like Garfield, a country school teacher like McKinley and a struggling young lawyer like Cleveland were all elevated to the highest place in the gift of the American people?

Let us get rid of the spirit of discontent that the muck-rakers and the yellow press have created. Let us stop stirring up the feeling of strife and envy. In a land of equal opportunity let us put behind us the spirit of envy of those who do better than we. The poor man of to-day may be the rich man of to-morrow. All cannot equally succeed, but let not this interfere with a very proper ambition to realize the best that there is.

If every good citizen would turn on the muck-raker and the demagogue and

(Continued on page 655.)

In answering advertisements please mention "Leslie's Weekly."



AMERICAN BANKERS ASSOCIATION TRAVELERS' CHEQUES

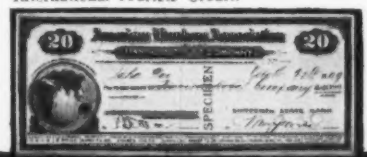
Pay Your Hotel Bills

with "A. B. A." Cheques when you travel in Europe, America, or any part of the world.

In tendering "A. B. A." Cheques you ask no favors, because they are known to be unquestionably good for face value, and they identify you to persons called upon to accept them.

These cheques solve most of the money problems of travelers; they have fixed values in the moneys of the leading countries, and are current at New York or London exchange rates in other countries; they are much safer and handier to carry than money. A wallet well filled with \$100, \$50, \$20 and \$10 cheques will add greatly to the pleasure of your journey.

Write to Bankers' Trust Company, 7 Wall Street New York, for information as to where you can obtain the cheques in your vicinity, and an interesting booklet, "The International Tourist's Credit."



BUY THEM FROM YOUR OWN BANKER OR IF HE CANNOT SUPPLY THEM, APPLY TO BANKERS TRUST COMPANY, NEW YORK CITY.

Higher Income Increase in Value Absolute Safety Salable Securities

Our plan for the investor and semi-investor insures

ALL THE ABOVE

A definite and practical investment plan for those interested in stocks and bonds.

Send for our circular of explanation, "PRACTICAL INVESTMENTS."

Leavitt & Grant

ESTABLISHED 1903
 Members Consolidated Stock Exchange
 55 Broadway New York

7½% Short-Time Notes 8½% Increase Your Income Ample Security

You can obtain safe notes yielding 7½% to 8½% for time your money is actually invested. THIS IS AN INCREASE OF 87½% OVER A 4% INVESTMENT, 50% OVER A 5%, AND 25% OVER A 6% INVESTMENT, A DIFFERENCE WORTH CONSIDERING. Collateral security twice the principal of note, the ratio of which increases during period of loan. Are you aware that when Banks lend money at 6% nominally, they actually receive 7 to 8%? You, as an individual, can do the same. Let me show you how. Send for list of long-established concerns, well rated in Dun and Bradstreet, whose notes I offer in amounts of \$500 and up. Highest references. Free booklet, "A Paradox of Bank Discount."

WILLIAM A. LAMSON
 Formerly National Bank Examiner
 Room 2701, 60 Wall St., N. Y., Established 1904.

100% SAFETY 6% INTEREST combined in our Registered

GOLD BONDS

DO YOU WANT A BETTER INVESTMENT? FOR SOME OF YOUR SURPLUS MONEY?
NEW YORK REALTY OWNERS
 489 FIFTH AVENUE, NEW YORK CITY
 Write for booklet 18

NEW YORK STATE FARMS

There are now only 1500 for sale in the Empire State—only one farm for every 200 subscribers to Leslie's Weekly. If you are one who wants to own a first-class improved farm where all conditions ensure wealth, health and happiness send for our specimen list of select N. Y. farm properties now for sale at fair prices and on easy terms. Address:
McBURNIE, STOCKING & CO.
 343 SO. DEARBORN ST., CHICAGO.

Issued under State Laws and surrounded by legal, moral and financial protection.

Such bonds should appeal to the investor desiring the maximum return on his entire security.

We deal largely in bonds of Cities and States. Just at present in Public Income

The laws of the municipalities only restrictions and no other to the public as bonds of the old

Principal and interest collected a direct tax lien on abutting on the street

We have issued largely of Oklahoma booklet is full of facts on Bonds and can prove of value

The Security Behind The Bond

This Book Sent FREE

Profitable

We offer at the stock of a Business well established the property of Dividend at the end of July. Pres Full particulars THE NATIONAL 350 B

GIVES A FLOOD LIGHT

That Makes Every Pleasure to the

This 14 candle most convenient lamp. Fulfills every in the woods—or on 150 feet. The

BALDWIN can be worn on cap or acetylene gas. 25 cent



Money b

WM. A. SPINKS & CO

Bo

Ga

CORD

NEED

Made in three types, to suit any season or taste.

Boston G

Sold in Sh

World ov

Worn by Dressed

Sample Pair, Cotton, 35c. Mailed on receipt of p

GEORGE FROST CO. Boston, U.S.A.

6% BONDS

Issued under State laws and surrounded by every legal, moral and physical protection for the investor.

Such bonds approach the ideal and should appeal immediately to investors seeking the maximum interest rate together with entire security.

We deal largely in BONDS issued for Public Improvements by Cities of the Great and Growing Southwest.

Just at present we have some particularly attractive offerings in Public Improvement Bonds of very recent issue of

CITIES IN OKLAHOMA

The laws of this state permit the issuance of bonds by municipalities only under most favorable conditions—and the restrictions and requirements under which such bonds are offered to the public tend to make them as highly desirable as bonds of the older and more densely populated states.

Principal and interest are payable out of taxes levied and collected by the city officials and behind these is a direct tax lien on the actual real estate and improvements abutting on the streets for which the bonds are issued.

We have issued an attractive souvenir booklet, descriptive largely of Oklahoma's largest city—Oklahoma City. This booklet is full of facts concerning the laws governing Oklahoma Bonds and contains information that will undoubtedly prove of value to any who may be contemplating even a small investment of a non-speculative nature. This book will be mailed entirely free and without obligation, to all who write for it.

Correspondence is invited and a request for the Souvenir Booklet will bring you full information at once.

WALTER E. ORTHWEIN
211 Rialto Building
St. Louis, Mo.
New York Office:
1612 Lord's Court Building

This Book Sent FREE

Profitable Manufacturing

We offer at par, \$10 per share, 500 shares of the stock of a chemical manufacturing company. Business well established and profitable. Stock the property of an investor who is obliged to sell. Dividend at the rate of 8 per cent. will be paid in July. Present earnings over 15 per cent. Full particulars on request.

THE NATIONAL UNDERWRITING COMPANY
350 Broadway, New York City

GIVES A FLOOD OF LIGHT

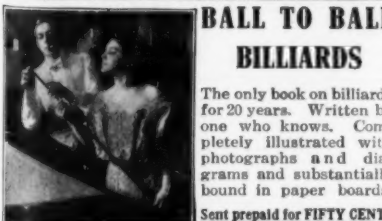
That Makes Evenings a Pleasure to the Campers

This 14 candle power lamp is the best convenient lamp made for Campers, Hunters and Anglers. Fulfills every lighting requirement. In the camp—in the woods—or on the water. Projects a bright white light 150 feet. The

BALDWIN CAMP LAMP

can be worn on cap or belt, leaving both hands free. Burns acetylene gas. 25 cents' worth of carbide gives fifty hours' light. Smokeless, greaseless and absolutely safe. Every lamp guaranteed. 3 1/2 inches high. Weight, 5 ounces. For sale at leading Hardware and Sporting Goods Dealers, or sent prepaid upon receipt of regular price, \$1.00. Write your dealer's name and address, and we will mail illustrated booklet FREE.

JOHN SIMMONS CO.,
14 Franklin St., New York.



BALL TO BALL BILLIARDS

The only book on billiards for 20 years. Written by one who knows. Completely illustrated with photographs and diagrams and substantially bound in paper boards.

Sent prepaid for FIFTY CENTS

Money back if not delighted.

WM. A. SPINKS & CO., 364 West Erie Street, CHICAGO

Boston Garter



is highest grade—not only fits the leg, but will wear well in every part—the clasp stays securely in place until you release it.

See that Boston Garter is stamped on the clasp.

Boston Garters
Sold in Shops the World over, and Worn by Well Dressed Men.

Sample Pair, Cotton, 25c. Rib, 50c. Mailed on receipt of price. **GEORGE FROST & SONS**, Boston, U.S.A.

Jasper's Hints to Money-makers.

(Continued from page 654.)

refuse to listen to the preachers of discontent, the skies would clear, the prospects of prosperity would brighten and the nation would be at peace. Is it not worth while to think of this, and to think soberly and thoughtfully—even prayerfully?

While a great many are inclined to believe that the stock market should show immediate and decided improvement, I do not look for a bull movement until the crop outlook has been more clearly established. If the drought which prevails in some sections of the country is relieved and the outlook, especially for corn, wheat and cotton, is normal or above the normal toward the close of July, the basis for an advance in the stock market will be much better established. The closing of mills and factories and the cutting down of working hours, noticed of late, mark in the judgment of the most careful and experienced observers, the low tide of the business recession. I believe that this year, with no misfortune to the crops, the tide will turn. I therefore regard it as a better time to accumulate than to sell securities of the desirable class.

G., Hartford, Conn.: I think well of Boston and Maine.

H., Buffalo, N. Y.: The National Boat and Engine Co. offers an industrial proposition on a statement indicating good earning possibilities.

A., Buffalo, N. Y.: I would not sell Standard Oil until the effect of the decision of the U. S. Supreme Court had been revealed. The property has great value, a vigorous and efficient organization and is earning much greater dividends than it pays.

Z., Evansville, Ind.: American De Forest Wireless is owned by the United Wireless. You must have observed the recent arrest of the officers of the United Wireless and the disclosures of the worthless character of the stock.

G., Monroe, La.: I am unable to advise as to the grain market. I deal only with Wall Street securities. On recessions almost any of the well established low-priced stocks would offer an opportunity for a good turn. Note my weekly observations and answers to other inquiries.

D., Salt Lake City, Utah: I do not recommend the stock of the American Telegraph Typewriter Co. as "an investment for a poor man" nor for any other man. The promise of "large profits coupled with perfect safety" has been made a good many times—too many.

M., Sims, N. Dak.: I am constantly advising my readers not to buy stocks of inflated corporations regarding which they have no personal knowledge. Nearly all these propositions are highly speculative with chances of success against them. It would be much safer to buy shares of a Wall Street security.

Six Per Cent. Indiana, Ind.: A number of very excellent bonds paying from 5 per cent. to 7 per cent. are offered both by real estate and industrial corporations. It is always well to write to those who offer such securities and ask for full details including references. Many shrewd investors do this so as to make a study of the security market in their own way and in their own good time.

Absolutely Safe, Bangor, Me.: The bonds which the Government permits its Postal Savings banks to accept as security for deposits are all high class. They yield from 4 1/2 per cent. to 4 3/4 per cent. and are largely dealt in by the new First National Bank, Dept. L-L, Columbus, Ohio, which offers to send a free circular to any of my readers who may be interested in strictly high class investment securities.

M., Chicago, Ill.: Farson, Son & Co., First National Bank Building, Chicago, deal in bonds of an investment character including municipal bonds. They are now offering a 6 per cent. guaranteed first mortgage timber bond regarding which they will be glad to send a full descriptive booklet to any of my readers who will write and mention Jasper. Farson, Son & Company's New York office is at 21 Broad Street, New York City.

Trial Trip, Birmingham, Ala.: A man with a few hundred who wishes to embark in the field of speculation in Wall Street ought to make at least a little study of the situation. Any of my readers can have, without charge, an interesting booklet on "Small Lot Trading" if they will drop a postal to Rensselaer, Lyon & Co., members N. Y. Stock Exchange, 43 Exchange Place, New York, and mention Jasper. This firm is also a member of the Cotton, Produce and other leading exchanges.

Speculator, Denver, Col.: I advise you to divide your \$2,000 in such a way as to spread it over the purchase of two or three attractive dividend payers making a fair return on the investment, like K. C. S. Pfd., paying 4 per cent. and selling under 70, or Texas Company paying 10 per cent. and selling around 130. Write to John Muir & Co., specialists in small lots for their "Circular No. 110" on Odd Lot Investments. The firm is a member of the New York Stock Exchange, and can be addressed at 71 Broadway, New York.

Traveler, Dubuque, Ia.: Experienced travelers in taking a long journey, either at home or abroad, avoid the risks of carrying large amounts of cash by taking the Travelers' Check of the American Bankers' Association. They are issued in denominations of \$10 and upward. If your local bank does not have them write to the Bankers Trust Co., 7 Wall Street, New York, for a copy of the interesting free booklet on "Travelers' Credit," which will tell you where the checks can be bought. These are good all over the world. They also serve to identify one among strangers.

More Money, Providence, R. I.: Your securities are high class but yield you such a low rate of interest that you will be justified in selling them and putting the proceeds in well established stocks and bonds that will give you from 14 per cent. to 2 per cent. more on your funds. A great many careful investors have been doing this of late because of the need of securing a larger income. I think very well of the short time notes paying from 7 1/2 per cent. to 8 per cent. on which banks are accustomed to lend. Private investors are now buying these quite freely.

Write to the Hon. William A. Lamson, ex-National Bank Examiner, 60 Wall Street, New York, Room 2701, for his free booklet on the subject. Also write to Leavitt & Grant, members Consolidated Stock Exchange, 55 Broadway, New York, for the very excellent circular they have prepared for their customers entitled "Practical Investments."

W., Lenox, Mass.: 1. The proposition is not a good investment but were in the nature of a risky speculation. 2. If a person with \$50 wants to buy something that will pay dividends and offer a speculative chance for a profit, if the market should advance, let him buy one share of New York, Ontario and Western paying 2 per cent. per annum, and selling a little above 40. It is much better to speculate in a stock listed on the New York Stock Exchange, and which can always be sold at some price, than to buy speculative propositions like the ordinary run of oil, mining, plantation and magazine stocks. It is a wonder that thoughtful people do not appreciate the fact that it is just as easy for them to put their money in Wall Street securities of established character as it is for the big operators, who deal in millions. It is noticeable that these operators never buy stocks that are peddled among the people by agents on big commissions. They know better. 3. J. F. Pierson, Jr., Co., members N. Y. Stock Exchange, 74 Broadway, New York, will buy any number of shares from one up. Write them for their free booklet on fractional lot trading.

NEW YORK, June 1, 1911.

JASPER.

In answering advertisements please mention "Leslie's Weekly."

GRAND CANYON YELLOWSTONE PARK

PERSONALLY-CONDUCTED TOURS

Two tours to the Scenic West will be operated this summer under the personally-conducted tourist system of the

PENNSYLVANIA RAILROAD

Tour No. 1 will leave the East on August 3. It will cover a period of 24 days and will include the Grand Canyon of Arizona, Redlands, Riverside, Los Angeles, Santa Barbara, Del Monte, Santa Cruz, San Francisco, Yellowstone Park, Salt Lake City, Colorado Springs, Denver, and Chicago.

Tour No. 2 will leave the East on August 26 and cover a period of 16 days. It will include Denver, Colorado Springs, Yellowstone Park, St. Paul and Minneapolis, and Chicago.

SPECIAL PULLMAN TRAINS

FARES FROM NEW YORK

Including all necessary expenses.

Tour No. 1	\$300
Tour No. 2	225

Tour to Niagara Falls, Toronto, Thousand Islands, Montreal, Quebec, Lake Champlain, Lake George, Saratoga, Hudson River. August 9 to 21. Rate \$110.

Proportionate rates from other points.

For detailed information, tickets and reservations on Special Trains apply to C. STUDDS, D. P. A., 263 Fifth Avenue, New York, or D. N. BELL, Assistant General Passenger Agent, Broad Street Station, Philadelphia.

HUDSON RIVER NIGHT LINES

Largest and Finest Fleet of River Steamers in the World

PEOPLES LINE

NEW YORK AND ALBANY

Magnificent steamers ADIRONDACK or C. W. MORSE leave Pier 32, N. R., foot Canal St., at 6 P. M., West 129th St., N. R., 6:30 P. M., daily (Sundays included). Leave Albany daily (Sundays included) at 8 P. M.

CITIZENS LINE

NEW YORK AND TROY

New steel steamers TROJAN or RENSSELAER leave Pier 32, N. R., foot Canal St., at 6 P. M., Yonkers 7 P. M. daily (Sundays included). Arrive Albany 5 A. M., Troy 6 A. M. Leave Troy daily (Sundays included) at 7:30 P. M., Albany 8:30 p. m.

Orchestra; splendid accommodations; cuisine the best. Direct rail connections at Albany and Troy for Points North, East and West; tickets and rooms secured at piers and principal ticket offices in Greater New York; horses and automobiles carried at reasonable rates.



Upon the Strong Wings

of Quality and Purity over fifty years ago

"The Old Reliable"

Budweiser

mounted to the top of the world's bottled beers and never ending fidelity to Quality and Purity has kept it at the top—its mildness and exquisite taste also helped to build its popularity.

Bottled only (with corks or crown caps) at the

ANHEUSER-BUSCH BREWERY
St. Louis, Mo.

Visit Wonderland

Through
Official Entrance



Get Our Folder Seeing Yellowstone Park Through Gardiner Gateway

It tells fully of the Tour, the Cost, the Park Hotels (including the palatial new Canyon Hotel), the Coaching Trip and Scenic Attractions. Has excellent map of the Park, in detail. Remember—Northern Pacific is the only line to Gardiner—Official Entrance.

Very Low Fares

for the Yellowstone and Pacific Coast trips. Special Coast Excursions on certain dates. See the Fertile Northwest—the productive farms and orchards in this Land of Fortune. Ask for booklets—valuable, but free—and full information.

A. M. CLELAND
General Passenger Agent
ST. PAUL, MINN.

Northern Pacific Ry

New Canyon Hotel,
Yellowstone Park

Drink This Beer

Some people say beer doesn't agree
with them.

Pabst Blue Ribbon

The Beer of Quality

will "agree" with anyone. It is rich yet
mellow and the delicate hop flavor
without excessive bitter is
equalled by no other brew.



Best Dealers
Everywhere.

Taylor-Critchfield Co.

Leading Advertising and
Merchandising Agents of America

NEW YORK CHICAGO DETROIT

CRYSTAL DOMINO SUGAR

Made by The American Sugar Refining Co. SOLD BY GROCERS—2½ and 5½ Boxes!

My Adventures in the Dismal Swamp.

(Continued from page 653.)

miles in length and ends ten miles from Suffolk. It is perhaps a little more picturesque than the Jericho Canal, because it is wider and the swamp is more open; but it has none of the pristine wildness of the waterway through which we had come.

Lake Drummond is a beautiful sheet of water, about five miles across and seven miles in length. It has a fringe of "cypress knees," a hundred yards deep, around its entire shore. The great dead stumps stick out of the water and in some places they can be used as stepping stones far out into the lake. The banks are mossy, but one must step lively or find one's self sinking into a bog.

The general utility man decided to cook the dinner and the engineer settled down for a quiet smoke. The university man determined to go with me on an exploration trip about the swamp. We soon began to climb over logs and get into the mud. "Here, step on this!" or "Crawl under that briar bush!" was his constant admonition. At last we reached the "Lonely Sentinel," one of the few living cypress trees out in the waters of the lake. Close by, somebody had built a little bungalow, and directly in front of it were two tall trees, and clinging to the trunk of one was a great bunch of mistletoe, laden with white berries. It seemed strangely out of place, this Christmas green. "Do you want it?" said my companion, as I expressed my astonishment, and almost before I could answer he was climbing up the tree with the agility of a cat after a sparrow. We fought our way on, but finally the swamp became so dense that it was practically impassable, so we turned toward our camp and met the engineer, who came to tell us that dinner was ready.

Our dining table was an old store box which the general utility man had found in the shack. Inside this shack was a cooking stove, and from the door came the odor of fried bacon. Two chairs made out of old boards were brought out, two soap boxes were used as seats by the boys and the feast began.

"Harry's some cook!" said the engineer. "He is making corn bread, and, say, we are going to have tea!" "How do you like it?" came the voice from the shack.

"Great!" I answered, as I took up a third piece of bacon.

His face beamed. "I am so glad!" he said. "Some people come down here and expect to find the Monticello Hotel."

After the dinner was over, the men had their smoke and swamp stories were in order. Space will not permit my writing them, but I want to say that snake, bear and fish stories predominated and some of them were marvelous.

We did not catch any fish, for the lake was rough and the men declared that the fish were not biting on this side of the water.

Toward evening a sort of stillness seemed to come over everything about the swamp—even the men ceased to joke with each other. The sun like a great ball of fire sank behind the tall trees across the lake. The swish of the waves against the "cypress knees" became more pronounced. Daylight faded away and the moon soon shed her glorious light over the restless waters. As I watched the dark shadows fall, the huge tree roots began to take on the shapes of living things. Somehow Tom Moore's beautiful ballad, written at Norfolk away back in 1804, kept running through my mind—the story of the ravings of the young man who went insane from grief over the death of his sweetheart and who believed that she had gone to the Lake of the Dismal Swamp. The first verse ran through my mind:

They made her a grave too cold and damp
For a soul so warm and true;
And she's gone to the Lake of the Dismal Swamp,
Where, all night long, by a fire-fly lamp
She paddles her white canoe.

I got no further in my reverie. It was young Spencer's voice which brought me back to the twentieth century. "Say, we must be getting out of here!" he called. "It would be a serious matter to be hung up in that ditch for the night. We have eaten everything but a box of crackers, and how long do you suppose they would last with our appetites?" A few minutes later the little craft swerved to the right and we ran into the canal, homeward bound.

LESLIE'S WEEKLY'S CLASSIFIED SERVICE

Guaranteed to reach more than
300,000
homes every week.

SCHOOLS AND COLLEGES

LAW

Study at Home Write today for Free Booklet on Contracts and 112-pp. Cat. g. Tells how we make your home a University. Leading correspondence law course in America. New special text prepared by instructors in 21 resident universities—Harvard, Stanford, Chicago, Wis., Ill., Michigan, etc. Over 10,000 students. Low cost—easy terms. Also Business Law Course. La Salle Extension University, Box 4072, Chicago, Ill.

New York Electrical School

Offers a theoretical and practical course in applied electricity without limit as to time.

Instruction individual, day and night school, equipment complete and up-to-date. Students learn by doing, and by practical application are fitted to enter all fields of electrical industry fully qualified. School open all year. Write for free prospectus.

50 West Seventeenth St., NEW YORK



COPY THIS SKETCH

and let me see what you can do with it. You can earn \$20.00 to \$125.00 or more per week as illustrator or cartoonist. My practical system of personal instruction by mail will develop your talent. Fifteen years' successful work for newspapers and magazines qualifies me to teach you. Send me your sketch of President Taft with 6c. in stamps and I will send you a test lesson plate, also collection of drawings showing possibilities for YOU.

THE LANDON SCHOOL of Illustrating and Cartooning
1445 Schenck Bldg., Cleveland, O.

SHORT-STORY WRITING

A course of forty lessons in the history, form, structure, and writing of the Short Story taught by J. Berg Esenwein, Editor, Esenwein's Magazine.
250-page catalogue free. Write today. THE HOWE CORRESPONDENCE SCHOOL, 95 Beane Place, Springfield, Mass.

BUSINESS OPPORTUNITIES

Earn \$10 to \$15 a Week and Hold Your Position besides. No Canvassing. We, as manufacturers of patented just in season specialties, have new easy mail order plans to keep our factories busy. We furnish everything. Large profits. Small Capital. Experience unnecessary. If you are one of the want-to-go-ahead kind write for our most modern plans. Sworn statement. J. M. Pease Mfg. Company, 153 Pease Bldg., Michigan St., Buffalo, N. Y.

PATENTS

PATENTS: For facts about Prize and Reward offers and Inventors that will bring from \$5000 to 10 Million Dollars; and for books of Intense Interest to Inventors, send 8c postage to Pats. Patent Sense, Dept. 91, Barrister Bldg., Washington, D. C.

PATENTS Promptly Obtained. Our free booklet will help you to fortune. Read pages 11 to 15 before applying for patent. D. Swift & Co., 311 7th St., Washington, D. C.

PATENTS "What & How to Invent" Book and Inventor's Guide FREE. Highest references. E. E. VROOMAN, Pat. Atty., 802 F. Washington, D. C.

AGENTS

AGENTS PORTRAITS, 35c. FRAMES, 15c. Sheet Pictures 1c. Stereoscopes 25c. Views 1c. 50 Days' Credit. Samples and Catalog Free. Consolidated Portrait, Dept. 401X, 1027 W. Adams St., Chicago

FREE SAMPLE goes with first letter. Something new. Every firm wants it. METALLIC SIGN CO., 446 North Clark Street, Chicago.

RESORTS

JUST OUT—SUMMER HOMES
150 Page Illustrated Book. Full information in regard to Summer Resorts in Vermont and shores Lake Champlain with hotel, farm and village home accommodations. Prices \$7 per week and up. Send 6c stamps for mailing. Address, Summer Homes, No. 12, 385 Broadway, New York.

MISCELLANEOUS

BIG MONEY WRITING SONGS. THOUSANDS OF dollars for anyone who can write successful words or music. Past experience unnecessary. Send us your song poems, with or without music, or write for free particulars. ACCEPTANCE GUARANTEED IF AVAILABLE. Washington only place to secure copyright. B. Kirks Dugdale Co., Dept. 218, Washington, D. C.

CIVIL SERVICE EXAMINATIONS open the way to good Government positions. I can coach you by mail at small cost. Full particulars free to any American citizen of eighteen or over. Write today for Booklet E. 811. Earl Hopkins, Washington, D. C.

YOU CAN WRITE A SHORT STORY—Beginners learn thoroughly under our perfect method; many sell their stories before completing the course. We help those who want to sell their stories. Write for particulars School of Short-Story Writing, Dept. 45, Page Bldg., Chicago

DR. GIVENS' SANITARIUM
For NERVOUS and MILD MENTAL diseases. Has separate cottages for ALCOHOL and DRUG patients. Address: DR. GIVENS, Stamford, Conn.

KIDDER'S PASTILLES For 50 yrs. standard relief for Asthma. All druggists; or by mail, 35c. STOWELL & CO., Mfrs., Charlestown, Mass.

WE SELL YOU AT WHOLESALE
Agents' Price One AMERICAN Motorcycle or Bicycle
We give 30 Days' Free Trial and Freight the Freight. Write for our introducing offer and catalog and say whether you want Motorcycle or Bicycle. Do it now. American Motor Cycle Co., 598 American Bldg., Chicago

LEARN AUTOMOBILE BUSINESS
IN THE FACTORY. After 4 years of successful operation we consolidate our school with an automobile factory. We teach the theory by mail and finish each student right in the factory. This is the best way to learn the automobile business. We employ all students. For photos of our factory and full information, write for 1 an M. AUTOMOBILE COLLEGE OF WASHINGTON, Washington, D. C.



ick-named steel
free Catalog.



Where to
Use
MA
EURO
COACH

EURO
MERC
Both
successful
Florida

Some
SPEAKER
ere in
versus baldhe
Press Club of
person of pr
time to be
whisker story
lowed the clas
Nicholas Long
ator Robert I
lor, of Tenne
more dazzling
sional Library
Joe Cannon an
Carter, of Mo
most exampl
Speaker Clar
order, let the
"Two men l
whom had a
feet long and
eleven feet l
"The man wit
foot beard, w
load of fat ste
would comb o
three times a
a notion that h
in that town, s
and wrapped it
four times and
his arm, and s
yards. The ne
him and the p
newsboys until
for five or six
had to clear t
picture and bro
to one of the b
ber shop. Tho
\$5,000 a year s
Both of them w
not do it. An
asking me for
facts about the
with the twelve
that if he wou
would write th
him myself, so
shown up as a
of them. Their

**NATIONAL
BISCUIT
COMPANY**

(Continued on page 658.)



Travel in Comfort
"The Water Way" Daily Service between Buffalo, Detroit, Cleveland and Mackinac.

Our ten large, rapid steamers offer a delightful method of travel between these and other points on the Great Lakes, combining speed, safety, comfort, and all the conveniences and luxuries of a first class modern hotel.

Plan your vacation trip this year to include a trip on one of these rapid steamers. Use them on business trips.

Excellent dining service, cozy, inviting smoking rooms, concert in the evening in the main saloon with perfect attendance throughout. Freedom and privacy during the day, perfect rest at night.

Your Railroad Tickets are good on any D. & C. steamer. Free connections with railroads for all principal cities. For illustrated booklet and map of Great Lakes, write, including 2-cent stamp, to:

DETROIT & CLEVELAND NAVIGATION CO.
 67 Wayne St., DETROIT, MICH.
 Philip H. McMillan, Pres.
 A. A. Schantz, Gen. Mgr.
 L. G. Lewis, Gen. Pass. Agt.



THE PENNSYLVANIA STATION

IN THE HEART OF NEW YORK CITY

Where Centers Commercial Activity and the Attractions that Draw Visitors From Every Quarter of the Globe

IS ONLY A FEW STEPS FROM



THE HOLLAND HOUSE

WHERE CENTERS HOTEL LIFE

FOR THE BUSINESS MAN, club-like in its hospitality.
 FOR THE TOURIST or sight-seeker, luxury, comfort and entertainment, after the day's outing.
 FOR THE FAMILY, home-like environments with seclusion or the opportunity of experiencing the fascination of public gatherings.

THE HOLLAND HOUSE, 30th Street and 5th Avenue
 Near Underground and Elevated Railroad Stations

Over 1/2 Million

THE TRAVELERS INSURANCE COMPANY paid in 1910 over half a million dollars to its policy holders for accidents peculiar to the vacation season.

These enormous benefits, paid by this largest of all accident companies for vacation injuries, should impress you with the necessity of accident insurance.

Now is the time when many people are injured in hunting, boating, fishing, bicycling, baseball, golf, riding and driving, automobiling and travel. Every year one in eight of the population is injured, and one death in every ten is from accident. There are more people disabled every year in this country by accident than were killed and wounded in any year of the Civil War.

Such is the life we must live. Its density of population—its feverish activity—its desire for rapid transportation—its diversity and mechanical complexity—its increasing desire for hazardous sports, make protection by insurance an absolute necessity.

The benefits are so broad and the cost so small, that if a man does not carry accident insurance it is generally because he does not know the facts. Let us tell you how much insurance \$25 a year will buy.

USE THIS COUPON:

THE TRAVELERS INSURANCE COMPANY
HARTFORD, CONNECTICUT

How much accident insurance will \$25 buy?

Name _____

Address _____

A Woman's Journal of a Sailing Cruise.

(Continued from page 650.)

glorious breeze and cloudless sky—through the eastern end of the thoroughfare to Stonnyton. From Stonnyton for a day's fishing off Isle and Haut and Goole Island. The cod we caught made another one of the captain's famous chowders.

Tuesday: Off at nine a. m., cloudy and rather threatening. The captain "calculates we'll have some weather soon." All hands in sweaters to-day. Pass Pumpkin Island Light and Cape Rozier and wonderful Buch's Harbor, where a gay regatta was in progress; down Penobscot Bay, past Islesboro and Castine to the north and west, and North Haven and Vinal Haven to the southeast, and out again toward Owl's Head and Tennant's Harbor to Christmas Cove. A dismal rain descending, we decided to let the captain enjoy the wet boat and put us ashore. We felt that there were no joys like those provided on land for weary travelers, and thankfully toasted our wet feet before the big log fire of the little inn. After all, one cannot expect more than six days of perfect weather in any climate.

The Girl That Goes Wrong.

(Continued from page 657.)

Now, after investigation, I know that the story is a common one, that the pseudo private detective is only one of the tentacles of the great devil fish that preys upon our daughters. But then it was new to me and I gasped.

"How did it end?" I demanded.

"Generally," said my informant, "the victim is afraid to go home after what has happened and so is sold at once into slavery. Sometimes she goes home, but is recalled by threats of exposure."

"But in this case?" I persisted.

"In this case the girl went home and made an affidavit against the toad. If she ever has reason to believe that the use of that affidavit will serve a good end, she will use it, regardless of all consequences to herself. As a matter of fact, where others are lost, she escaped the ultimate slavery, for I suppose she

In answering advertisements please mention "Leslie's Weekly"

must have been, after all, a rather remarkable girl."

"She must, indeed," I agreed. "Think of her coming to you and telling you this."

"Oh, she didn't do that," answered the historian.

"But," said I, "how, then, did you learn it?"

"Simply enough—I was the girl."

How Can We Save Our Birds?

(Continued from page 647.)

what can the layman do toward prohibiting the sale of game? The layman can write his protest and forward it to Congressmen and Senators, before whom the bills for the protection of birds in various States will appear, and thereby show these statesmen what the people want. Nearly every law-making body in America is quick to act in the preservation of any public asset as soon as it is thoroughly assured that a great many of the people desire it.

"The reasons why the American people should arouse themselves to immediate protest against the sale of game everywhere are because fully ninety per cent. of our legitimate stock of feathered game has already been destroyed, and because it is a fixed fact that every wild species of mammal, bird or reptile that is pursued for money-making purposes is wiped out of existence. Even the whales of the sea are no exception. At least fifty per cent. of the decrease in our feathered game is due to market gunning and the sale of game. Laws that permit the commercial slaughter of wild birds for the benefit of the few who slaughter for the markets are directly against the interest of the many to whom the game partly belongs. Game killed for sale is not intended to satisfy hunger. The people who eat game in large cities do not know what hunger is, save by hearsay. Purchased game is used chiefly in overfeeding, and as a rule it does far more harm than good. The greatest value to be derived from any game bird is from seeing it and photographing it and enjoying its living company in its native haunts. Who will love the forests when they become destitute of wild life?"

"All of our feathered game," continued Mr. Hornaday, "with a few exceptions, is being shot to death very much faster than it breeds. What State is there north of North Carolina and east of Arizona that to-day possesses more than a ragged remnant of quail, grouse, wood ducks and wild turkeys? For ten years the sportsmen of New England have solemnly been spending good money in restocking with quail their quailless covers. But have any of them ever gone to work to put a five-year close season on the books for the benefit of quail? And yet when Kansas did that, about five years ago, the quail recovered rapidly. The majority of our States have what appear on their face to be excellent game laws, and I believe that, considering all things, the majority of them are very well enforced—all but the bag-limit law, which for game birds, I think, are not enforceable in not more than one case out of every ten. It is impossible for a game warden to investigate the bag of every sportsman every day in the season.

"The great trouble is there are twenty times too many men and boys who shoot according to law. If killing goes on as it now is going, we will see all our killable game exterminated according to law, and our grandchildren will see a gameless continent. Of course I accept the game and forest preserves in States like Maine and New Brunswick, where the big game hunting laws are right and are thoroughly enforced. How many Americans are there who know how many of our birds have already become extinct in our own time and how many are on the road to extinction in the near future? To enumerate the species that first come to mind, there are already extinct the great auk, passenger pigeon, Labrador duck, flamingo (in the United States), Carolina parakeet, Esquimaux kerlew. And threatened with early extinction are the golden plover, whooping crane, trumpeter swan, roseate spoon bill, red-breasted sand piper, American egret, wood duck, willet, sage grouse and prairie grouse. There are many States that have various laws prohibiting the sale of game killed within their own borders, but they permit the sale of game killed in other States."

CORN BREAD MUFFINS and BUNS

are Rich and Delicious when made with

BORDEN'S EAGLE BRAND CONDENSED MILK



Send for Our Recipe Book.

BORDEN'S CONDENSED MILK CO.

"Leaders of Quality"

Est. 1857 New York

AGENTS—MEN—WOMEN—BOYS—GIRLS

MAKE \$15 to \$35 EVERY WEEK

NEW SELLING PLAN

WE GIVE THIS \$2.50 KITCHEN SET TO YOUR CUSTOMERS TO ADVERTISE OUR GOODS

Big snap for agents. Over 2,000 guaranteed fast-selling articles. Work pleasant and easy. No experience needed. We teach you Free. Earle White (age 21) made \$32.96 first week. Never sold goods before. Make big profits in your spare time. Samples furnished workers. Liberal credit terms.

THE MOST STARTLING OFFER EVER MADE

THIS \$1,000 MAXWELL AUTOMOBILE GIVEN

This handsome, new 1911 five passenger automobile given to agent selling most goods. 2nd prize \$400 piano. 300 prizes in all. In case of a tie, equal prizes given. Write at once.

McLEAN, BLACK & CO., 375 Doty Bldg., Boston, Mass.

BE A SALESMAN

Earn While You Learn!

Trained Salesmen make from \$1,200.00 to \$10,000.00 a year and expenses. Hundreds of good positions now open. No former experience needed to get one of them. We will teach you to be a Salesman by mail in eight weeks and assist you to secure a position where you can earn a good salary while you are learning. Write today for free particulars about how to get one of the hundreds of good positions we now have open, also testimonial letters from hundreds of men we have recently placed in good positions. Address nearest office, Dept. 190

National Salesmen's Training Ass'n.
 Chicago, New York, Kansas City
 New Orleans, Seattle, U.S.A.

Write today.

I WILL MAKE YOU PROSPEROUS

If you are honest and ambitious write me today. No matter where you live or what your occupation, I will teach you the Real Estate business by mail; appoint you Special Representative of my Company in your town; start you in a profitable business of your own, and help you make big money at once.

Unusual opportunity for men without capital to become independent for life. Valuable Book and full particulars FREE. Write today.

NATIONAL CO-OPERATIVE REALTY CO.
 717 Marden Building
 Washington, D. C.

PRICE 50¢ POSTPAID

WORTH SENDING FOR—ELAM'S PATENT PIPE can be opened up and wiped out. No hunting, long straws nor buying pipe cleaners. Genuine

French Briar Bowl, High-Grade Vulcanite Stem, Practical, Durable, Sanitary; 5-12 inches long, nicely finished. Expensive to make. No shoddy material used. Smoke it a week, then money back if wanted. Stamp taken.

W. E. ELAM, Box 18, Washington, D. C.

LYON & HEALY

21-23 ADAMS STREET, CHICAGO

Small, free, their newly enlarged Catalog of Band Instruments, Uniforms and Equipments. Hundreds of Fine Illustrations describing every article required by Bands or Drum Corps, including Uniforms, Trimmings, etc. Contains instructions for Amateur Bands, Exercises and Scales, Drum Major's Tactics, By-Laws, Selected List of Band Music.

Wise Advertisers

realize the advantage of having their advertising next to reading matter, because their announcements are not crowded out but are readily seen. Advertisers in Leslie's Weekly have long realized this and their results have proved their judgment. Full information for the asking.

ALLAN C. HOFFMAN,
 Advertising Manager.

The Dawn of a New Era in Motor Boat Building

Combinations of manufacturing enterprises are of two kinds: first—those formed to throttle competition, boost prices, control the output of products, and thus create enormous private fortunes; and second—the spontaneous getting together of manufacturers of the same general product to enable them to conduct their business better and more economically; to increase their purchasing power; to reduce their executive and overhead expenses and selling costs; to concentrate the brains and ability of each upon the problem of the whole, and thereby give to the buying public a better and more standardized product at less cost.

The National Boat and Engine Company is of the latter kind. It is the leader in a great and rapidly growing American industry. It was created to meet the enormously increased demand for motor boats, which, as a recreation and sport, is at present commanding greater public favor than any other means of locomotion for pleasure.

The strength of a concern is measured by the men in it. The officers of this company, active, practical men who have made the motor boat industry what it is today and, by their consolidation, opened the way to greater development than has ever before been possible, are as follows:

Mr. W. J. Reynolds, President; formerly President of the Racine Boat Manufacturing Co.

Mr. J. M. Truscott, Vice-President; formerly President of the Truscott Boat Manufacturing Co.

Mr. C. A. Williams, Secretary; Secretary of the Charles H. Fuller Co., Publicity Expert.

Hon. John Q. Ross, Treasurer; Lieutenant-Governor of the State of Michigan.

The Board of Directors is composed of these gentlemen and the officers of the various plants included in the National Boat and Engine Company.

The National Sales Organization

A typical example of what this company is doing to make it possible for every one to own a motor boat and partake of the joys that life in the open brings, is seen in the establishment of the enormous selling agencies in all parts of the country where full lines of standardized boats can be purchased at new National prices. The great stores and show-rooms at New York and Chicago, with branches in all large cities, and agents wherever motor boats are used, bring to your door the pleasure and benefits of this wonderfully healthful sport.

An Old Business Made New

There are ten great companies included in the National Company, covering a combined floor space of over three hundred thousand square feet and having a capacity of five thousand boats of all kinds per year. But do not think because this new idea in motor boat building and selling is now applied to the industry, that the companies which compose it are new also. They represent all that is stable, solid, sure and experienced in motor boat building, and the individual plants and companies are, and always have been, the leaders in the motor boat world in their respective lines. Their boats have been known as the finest products of boat building experience, and NOW you can get the output of these great plants and builders standardized and perfected to a higher degree than ever before.

We Cover the Entire Field of Motor Boat Building

We offer you anything and everything in the way of motor craft and small boats that can be desired—all built to one high standard, and sold under one broad guarantee. The government has recognized the economy of our method of construction and our superior facilities and we are executing at the present time many Government contracts for light ships, tugs, light-house tenders, life boats, etc.

We Offer Complete Service

We exhibit at our various show-rooms for inspection, trial and prompt delivery, a complete line of cruisers, launches, row-boats, dingies, canoes, engines and accessories. Here the man of moderate means can find a boat as low as \$20 while the man of wealth can select a palatial yacht or high-powered speed boat.

National Boat & Engine Company
1210-1212 Michigan Avenue, Chicago

FACTORIES ARE IN
West Mystic, Conn. Michigan City, Ind. Shell Lake, Wis.
Muskegon, Mich. St. Joseph, Mich. Lake Geneva, Wis.
Bay City, Mich. Kankakee, Ill. Fond du Lac, Wis. Ashland, Wis.

BRANCH STORES AND AGENCIES IN:
New York Rochester Philadelphia Jacksonville, Fla. Bridgeport, Conn.
New Orleans Chicago Boston Washington, D. C. San Francisco
Buffalo Detroit St. Louis Baltimore Seattle, Wash. Pittsburg

NATIONAL BOAT & ENGINE CO., 1210-1212 Michigan Ave., Chicago, Ill.
Gentlemen: Send me please, without obligation on my part, detailed information concerning a
ft. (State size and kind of boat interested in)
(State whether for inland lakes, golf, sound, river, etc.)
Name Address City State Leslie's 6-8-11



Civilization—from Signal Fire to Telephone

THE telephone gives the widest range to personal communication. Civilization has been extended by means of communication.

The measure of the progress of mankind is the difference between the signal fire of the Indian and the telephone service of to-day.

Each telephone user has a personal interest in the growth of the whole telephone system.

He is directly benefited by every extension of his own possibilities.

He is indirectly benefited by the extension of the same possibilities to others, just as he is benefited by the extension of the use of his own language.

Any increase in the number of telephones increases the usefulness of each telephone connected with this system.

The Bell System is designed to provide Universal service.

AMERICAN TELEPHONE AND TELEGRAPH COMPANY
AND ASSOCIATED COMPANIES

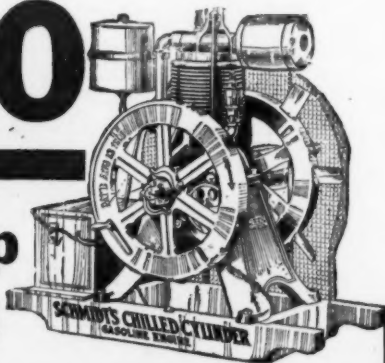
One Policy

One System

Universal Service

\$7.50

And You Keep This Great Engine



Yes, sir, that's right—you keep this engine for \$7.50, a wonderful gasoline engine offer, an offer without a parallel. We ship you Schmidt's Chilled Cylinder Gasoline Engine on your simple request without an order or any promise from you. You use the engine 10 entire days, use it all you want to. Then if you don't want it, send it back at our expense. If you do wish to keep it, pay us only \$7.50 and the rest in the easiest monthly payments. We send you the engine free, to prove that it is the greatest air cooled 3 horse power engine on earth. It is the only engine with the marvelous, powerful chilled cylinder. The only engine for farm use with a spark retarder. The new type gasoline engine that has revolutionized the gasoline engine industry. The only engine good enough to send out on actual free trial without a cent down in any way.

Ten Days' Trial FREE

This is the first genuine free trial ever offered on gasoline engines for farm and shop use. We want you to see that women and children can run this engine. Use the engine to run any machinery you have—the pump—separator—washing machine—corn sheller—grinder—anything. Engine is ready to run when you get it. We will send you prepaid our sensational offer and our very useful book "How to Use Power" free.

5 Years Guarantee Schmidt's Chilled Cylinder Gasoline Engine is absolutely guaranteed for 5 years in every piece and part. The biggest bank in Iowa backs our \$1,000 challenge offer.

Schmidt Bros. Co. Engine Works, Dept. 407 X Davenport, Iowa

Long Time to Pay

If you like this engine after trying it out for ten whole days you can keep it and take long time to pay for it on easy monthly payments, or after using it free for ten days, just send it back at our expense.

How to Use Power

To all who will write promptly we will send our useful book "How to Use Power" free. Send us your name and address today.



Makes Woman's Work Light and Easy



I will send as long as they last my 25c Book
Strong Arms

For 10c in stamps or coin

Illustrated with 20 full page halftone cuts, showing exercises that will quickly develop, beautify, and gain great strength in your shoulders, arms, and hands, without any apparatus.

PROF. ANTHONY BARKER
1302 Barker Bldg., 110 West 42d Street, New York



WHITE VALLEY GEMS

See Them BEFORE Paying! These gems are chemical white sapphires—LOOK like Diamonds. Stand acid and fire diamond tests. So hard they easily scratch a file and will cut glass. Brilliantly guaranteed 25 years. All mounted in 14K solid gold diamond mountings. Will send you any style ring, pin or stud for examination—all charges prepaid—no money in advance. Write today for free illustrated booklet, special prices and ring measure. White Valley Gem Co., P 719 Saks Bldg., Indianapolis, Indiana

In answering advertisements please mention "Leslie's Weekly."

Adventuring with a Motor Car.

(Continued from page 646.)

point. In this way he may have an opportunity of visiting places of historical interest that his hurrying brothers would never know anything about except from their histories. He will also be practically sure of seeing beautiful spots that would have been missed had his journey not been a leisurely one.

As he drives along these pleasant roads at a reasonable rate of speed, let him stop every once in a while to talk to farmers or pedestrians. If he comes upon friendly wayfarers trudging along the road in the direction his car is headed, he can often help the cause of good roads and automobilism by carrying these pedestrians along in his car for a part of their journey. While he enjoys his automobile vacation trip, let him be sure that he helps as much as possible to convince others that motor cars have sane uses, in spite of the fact that so many motorists display so little consideration for other users of the highways. A week or two weeks spent in this kind of a vacation motor-car trip will give a man a better idea of the district in which he lives than could be obtained in any other way. He will come to know the pleasant places that have always been so near to him, but which he would probably have never heard of while he continued to use his car only for relatively fast drives over the improved highways.

His very lack of definite plans will help make the trip a pleasant one for him, as he will be seeing unexpected scenes and people continually, and the unexpected more frequently charms than repels. Most men brought up in cities or towns have at one time or another gone on similar unplanned trips when they were boys, starting out for walking trips of a day or more without a definite destination. To motorists who have memories of such days, a vacation trip without prearranged routes should prove most alluring. If his vacation trip is carried out along these lines, he is much more likely to finish it without mechanical troubles than if he were to start out and plan to cover a certain number of miles each day. A car that would run for a year or two at moderate speeds without the slightest mechanical trouble might be badly damaged in a half day's trip at high speed. High speed not only imposes very great shocks on the delicate mechanism of a car, but, especially on roads unfamiliar to the driver, broken springs often result from a car striking an unnoticed hole in the highway.

Life-insurance Suggestions.

[NOTICE.—This department is intended for the information of readers of LESLIE'S WEEKLY. No charge is made for answers to inquiries regarding life-insurance matters, and communications are treated confidentially. A stamp should always be inclosed, as a personal reply is sometimes deemed advisable. Address Insurance Editor, LESLIE'S WEEKLY, Brunswick Building, 225 Fifth Avenue, Madison Square, New York.]

A GOOD deal of interest is felt in accident insurance and nearly every prudent business man and many women now carry accident policies. Those who do not hold policies by the year take out accident insurance for a journey of a day or a week or a month. The policy covers the ordinary accidents of travel. It may not be generally known that the companies dislike to insure against accidents at ages under sixteen or over sixty years. S. C. Dunham, president of the Travelers of Hartford, explains the reason in a recent interesting letter to the New York Sun. He says:

Men in advanced years become more cautious and expose themselves less than younger men, which about balances the fact that they are less active and alert, and therefore less able to protect themselves in an emergency. The more substantial reason for the age limitation is that a man above 55 to 60 is likely to suffer serious and often fatal results from an accident that a younger man would survive, and when injured, the period of disability is apt to be increased anywhere from 25 to 100 per cent. or more. The premiums paid for accident insurance are sufficient only for men of good habits, robust health and in full possession and use of all their faculties and members. Most companies therefore do not accept an original application from a man who has become 60 years of age; but if insured under 50 and if individual history is favorable, they are willing to continue the insurance until age 70.

That an accident policy in a good company is most desirable was proved by the case of the well-known architect, Mr. Carrere, whose recent death from a taxicab accident in New York disclosed the fact that he carried \$50,000 of insurance in the Travelers Life. He received double the amount of the policy



Newest Summer Hat

Shepherd's Plaid Alpine

and other cloth Alpines

Latest creation of London Hatters to sell for \$3.00. We make them here, avoid import duty and express to you prepaid for \$2.00. This absolutely new style is the ultra-fashionable hat for summer. Lighter weight than straw, made of extra quality cloth; silk serge lined; heavily stitched crown and brim. Band and bow same cloth as hat. Your money back by return mail if you don't like the hat. Colors: Shepherd's Plaid, Dark Gray Striped, Light Gray Striped.

We'll make your old Panama like new for \$2.00. Write for Style Book and Panama Folder (Free). FRENCH POCKET HAT CO., 58 S. 8th St., Philadelphia

because he was killed in a public conveyance.

M., Roff, Okla.: It is hard to pass on the standing of a company only organized a year or two.

W., Medford, Ore.: It would be difficult to give an estimated value. That must be done by the company. I advise you to deal directly with it.

S., Mackinaw City, Mich.: The Reliance Life of Pittsburg was established in 1903 and shows an increasing business with a pretty liberal ratio of expenses.

C., Chicago, Ill.: The Franklin Life of Springfield was established in 1884 and is by no means one of the largest companies. Its last report showed fair growth.

Seattle, 411: The Modern Woodmen of America is one of the largest of the fraternal orders. For reasons frequently given I do not recommend fraternal insurance.

L., Cleveland, O.: The Penn Mutual is one of the oldest companies. The terms of your contract are specified in the policy. Address your inquiry directly to the company. It must make answer according to the stipulations of your contract.

B., Scranton, Pa.: A number of experiments based on the assessment plan and promising, at the outset, to remedy its obvious defects have been tried. I know of none that has been eminently successful. I still believe the old line plan the most conservative.

H., Washington, D. C.: 1. I have frequently expressed an opinion that the fraternal orders are not attractive because of the inevitable increase in assessments with increasing ratio of deaths. 2. The Travelers of Hartford, Conn., is one of the strongest of the accident companies.

C., Cincinnati, O.: The Mutual Benefit Life of Newark was one of the earliest of the old line companies having been established in 1845. The other company to which you refer has been established but a very few years. It would be obviously unfair to the latter to make a comparison. The older company would naturally have preference.

S., Washington, Ind.: I have often given the reasons why I do not believe in assessment insurance. It is only necessary to look over the wrecks of the fraternal orders to understand why it is better to take a policy in an old line company with your premium fixed at the outset and gradually reduced by dividends than to run the risk of an increased cost at a time of life when it becomes hardest to bear.

Hermit

Business Women.

A LUNCH FIT FOR A KING.

An active and successful young lady tells her food experience:

"Some years ago I suffered from nervous prostration, induced by continuous brain strain and improper food, added to a great grief.

"I was ordered to give up my work, as there was great danger of my mind failing me altogether. My stomach was in bad condition (nervous dyspepsia, I think now), and when Grape-Nuts food was recommended to me, I had no faith in it. However, I tried it, and soon there was a marked improvement in my condition.

"I had been troubled with faint spells, and had used a stimulant to revive me. I found that by eating Grape-Nuts at such times I was relieved and suffered no bad effects, which was a great gain. As to my other troubles—nervous prostration, dyspepsia, etc.—on the Grape-Nuts diet they soon disappeared.

"I wish especially to call the attention of office girls to the great benefit I derived from the use of Grape-Nuts as a noon luncheon. I was thoroughly tired of cheap restaurants and ordinary lunches, and so made the experiment of taking a package of Grape-Nuts food with me, and then slipping out at noon and getting a nickel's worth of sweet cream to add to it.

"I found that this simple dish, finished off with an apple, peach, orange, or a bunch of grapes, made a lunch fit for a king and one that agreed with me perfectly.

"I thrive so on my Grape-Nuts diet that I did not have to give up my work at all, and in the two years have had only four lost days charged up against me.

"Let me add that your suggestions in the little book, 'Road to Wellville,' are, in my opinion, invaluable, especially to women." Name given by Postum Co., Battle Creek, Mich.

Read "The Road to Wellville," in packages.

"There's a Reason."

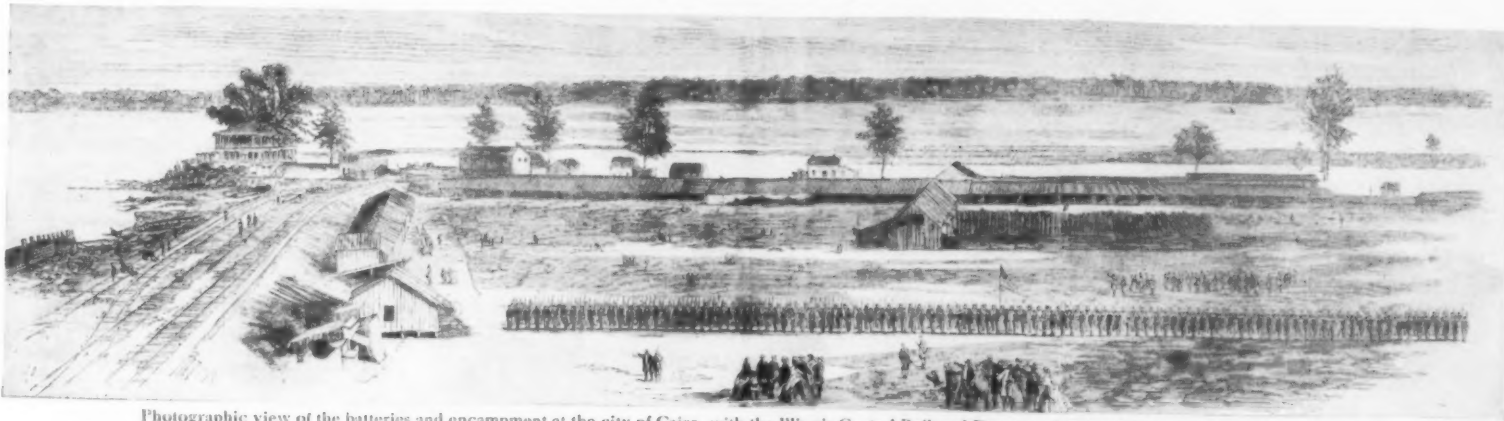
Ever read the above letter? A new one appears from time to time. They are genuine, true, and full of human interest.

JUNE EIGHTH, 1911

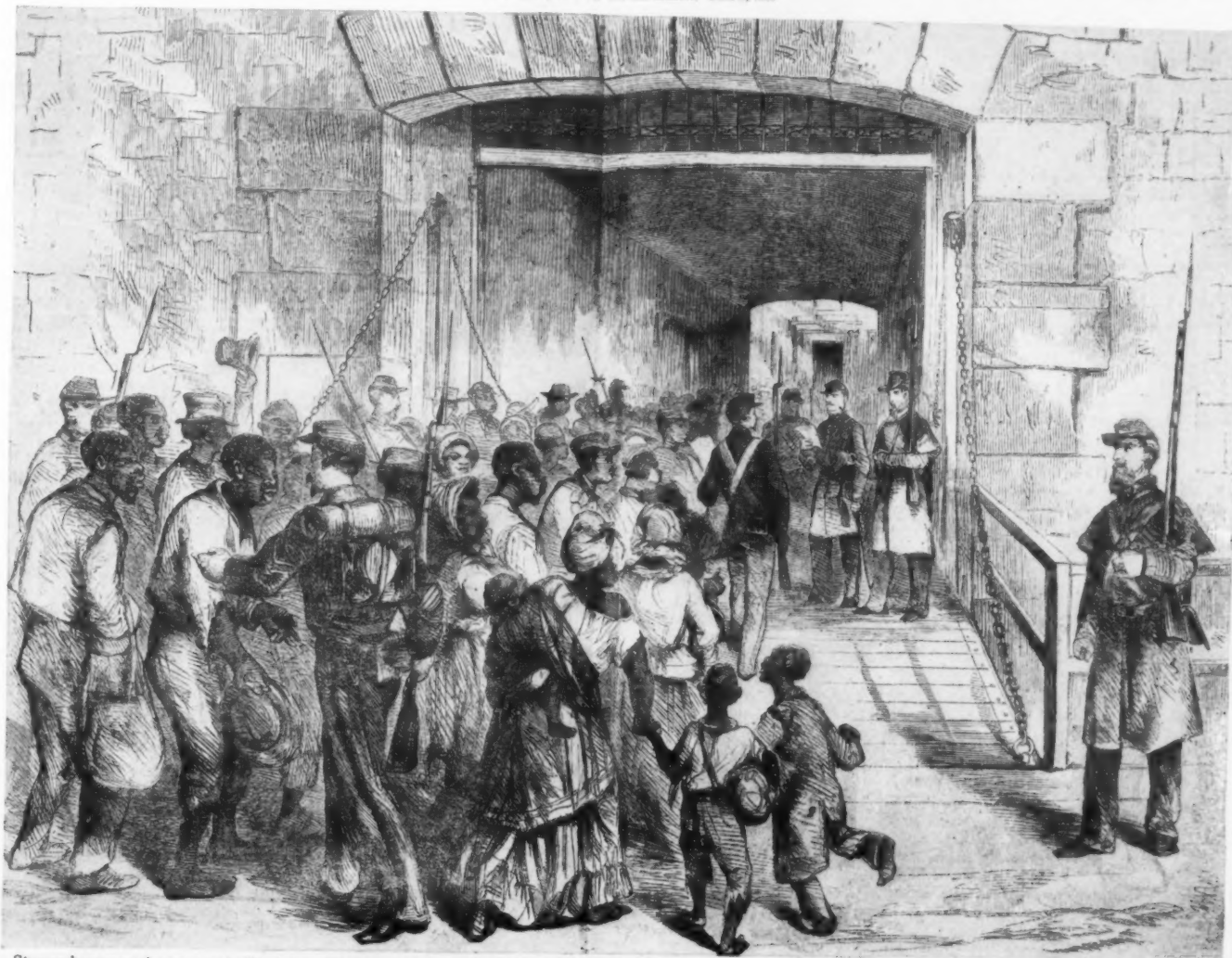
Fifty Years Ago This Week

War Scenes from Leslie's Weekly of June 8, 1861

Copyright, the Leslie-Judge Co.



Photographic view of the batteries and encampment at the city of Cairo, with the Illinois Central Railroad Depot, and Colonel Morgan's regiment on parade.
Photographed by H. A. Balch, Cairo, Ill.



Stampede among the negroes in Virginia. Their arrival at Fortress Monroe. Runaway slaves approaching the Federal sentinels near Fortress Monroe and seeking the assistance of General Butler. The fugitive slaves entering Fortress Monroe, passing the drawbridge at the main entrance guarded by the sentinels.
From a sketch by our special artist in Fortress Monroe.



Camp Macallister, on the Ohio Bend of the Levee at Cairo, Ill.
From a sketch by our special artist.



Camp Smith, on the Mississippi Bend of the Levee at Cairo, Ill.
From a sketch by our special artist.

The State of the Nation as It Appeared 50 Years Ago.—From Leslie's of June 8, 1861

THE UTMOST activity has prevailed in the various divisions of the Federal army during the past week, and the cordon which it seems the purpose of General Scott to draw around the Confederate forces is growing tighter and tighter and its gradual but certain closing up must infallibly result either in a great battle or the retreat of the forces under Jefferson Davis from every point now occupied by them. From Wheeling, Va., through Grafton, march the Western men, under General McClellan, toward Harper's Ferry; from Chambersburg, Pa., march the troops of Pennsylvania, under General Paterson, toward Harper's Ferry; and in both cases the Confederate troops fall back and retreat before the advancing forces. The troops which have been centering at Washington are advancing toward Harper's

Ferry on both sides of the Potomac and thus hemming in the Confederate army at Harper's Ferry on every side, and, ultimately cutting them off from all communication with the main body of the Confederate army, will either starve them out or force them to yield to superior numbers.

It is generally supposed that a determined stand will be made at Manassas Gap, but it would seem that it is the policy of the Confederate generals to retreat as the Federal troops advance, for the purpose of withdrawing them from their line of defenses. By some it is believed that all the forces now fronting the Federal army will fall back upon Richmond, which has been strongly fortified, and that the decisive battle of the present campaign will take place before and in that city.

MY PIPE
and

Velvet

THE SMOOTHEST TOBACCO

When a man is alone, a pipeful of good tobacco is golden—Velvet is the selected middle leaf—aged 2 years—the expensive "time process" of curing, and the only process which eliminates all harshness—Velvet never bites! It's the grandest, mellowest smoke in all smokedom—the smoothest smoke—the best tasting smoke! There are many times in a man's life when he needs just such a perfect tobacco as Velvet—it induces rest and inspiration. Try it!

SPAULDING & MERRICK
Chicago

*You can now buy
Velvet in 5c cloth
bags, handy for
cigarette smokers*



AT ALL
DEALERS
10¢